FORT WAYNE'S
ECONOMIC CHARACTERISTICS,
EXISTING TRANSPORTATION,
COMMUNITY OF INTEREST

Ic
917.72
F77

INDIANA COLLECTION

M L

PUBLIC LIBRARY
FORT WAYNE & ALLEN CO., IND.

STO

ALLEN COUNTY PUBLIC LIBRARY
3 1833 00545 2435

N 3 1947

FORT WAYNE'S

Economic Characteristics Existing Transportation

Community Of Interest

TO SHOW NEED FOR

ADDITIONAL AIR SERVICE

compiled by

CHAMBER OF COMMERCE OF FORT WAYNE
Fort Wayne, Indiana

THE PUBLIC LIBRARY OF FORT WAYNE AND ALLEN COUNTY, INDIANA

Norbert B. Knapke, Manager
INDUSTRIAL DEPARTMENT.

APPROVED BY:

Ora M. Blaker
President

Earl S. Ward
Executive Secretary

August 1, 1945

JUN 3 1947

Digitized by the Internet Archive
in 2023

https://archive.org/details/ftwayneecon1945

CONTENTS 611167

	page
I. ECONOMIC CHARACTERISTICS	4-23
A. General Description	4
1. History	4
2. Location	4
B. Population	5
1. Urban	3
2. County	3
3. Population Analysis	3
C. Industry	6-12
1. Principal Products	6
2. Diversification of Principal Industries	6-7
3. Industrial Gas Consumption	8
4. Industrial Power Consumption	9
5. Industrial Employment, Exhibit "A"	10
6. Industrial Employment, Exhibit "B"	11
7. Classification Breakdown of All Persons Gainfully Employed	12
D. Agriculture	13
1. Principal Crops	13
2. Number and Size of Producers	13
3. Agricultural Rank	13
4. Value of Produce	13
5. Farm Income	13
E. Retail Trade	14
1. Sales	14
2. Effective Buying Income	14
F. Wholesale Trade	14
1. Number	14
2. Sales	14
G. Financial Institutions	15
1. Banks and other Financial Institutions	15
2. Bank Debits and Total Deposits	15
3. Bank Clearings	15
H. Radio Stations	16
1. Westinghouse WOWO	16
2. Farnsworth WGL	16
I. Trend of Industries - City Growth	17-23
1. Telephone Installations	17
2. Newspaper Circulation and Advertising	18
3. Income Tax Returns	19
4. Motor Vehicle Registration	19
5. New Passenger Auto Sales (Allen County)	19
6. Building Permits	20
7. Postal Receipts	20

page

I. Trend of Industries - City Growth (continued) 17-23
8. Railroad Carloadings 21
9. Air and Rail Express Shipments 22
10. Volume of Air Mail, Express and Passengers 23
a. No. of Lbs. of Air Mail - In and Out 23
b. No. of Lbs. of Air Express - In and Out 23
c. No. of Passengers - In and Out 23

II. EXISTING TRANSPORTATION FACILITIES 24-30
A. Airport Facilities 24
1. Number and Size of Airports 24
2. Certified Carriers and Time Schedules 24
B. Bus Schedules 25-27
C. Rail Schedules 28-29
D. Highway Service 30
1. Principal Highways 30
2. Number of Contract Carriers (truck) 30
3. Number of Common Carriers (truck) 30
4. Number and Names of Bus Lines Serving Fort Wayne . . 30
E. Rail Service 30
1. Number of Railroads Serving Fort Wayne 30
2. Map of Rail Distances 30

III. COMMUNITY OF INTEREST 31-93
A. Branch Office Locations 31-38
1. Branch Office Locations of Main Office Firms 31-36
2. Main Office Locations of Local Branch Office Firms . 31-36
3. Home Office Locations of Local Insurance Agencies . . 37-38
B. Bank Clearings, By Cities 39
C. Hotel Count 40-51
1. Alphabetical by States 40-41
2. Alphabetical by Cities 42-51
D. Outgoing Mail 52-53
1. Number of Pieces of Mail - 1st Class 52-53
2. Number of Pieces of Mail - Air 52-53
E. Outgoing Telegrams 54-61
F. Telephone and Teletype 62-66
1. Teletype Subscribers 62
2. Toll Calls 63-66
G. Travel Information 67-68
H. Industrial Exhibits 69-93
1. Bowser, Inc. 69-71
2. Farnsworth Television and Radio Corporation 72-76
3. Lincoln National Life Insurance Company 77-88
4. Tokheim Oil Tank and Pump Company 89-93

FORT WAYNE'S HISTORY

As far back as 1760 when it was taken over by the English at the close of the French and Indian War, Fort Wayne has figured prominently in the country's history and has occupied an envious position as one of the Middlewest's most prosperous and far-sighted cities. The scene of intermittent strife for many years following its occupation by the English, President George Washington saw in it the nucleus of an important point for the union of the United States. Under the brave leadership of General "Mad" Anthony Wayne, whose name this proud city now carries, the little wooden stockade was dedicated on October 22, 1794. The community which grew around the fort was incorporated as a town in 1829 and as a city in 1840.

FORT WAYNE'S IDEAL LOCATION

Outstanding among Fort Wayne's numerous advantages is the city's ideal location in the heart of the great East-North Central States. The city is located in the northeastern section of Indiana, less than 200 miles from the region in southern Indiana which has been the center of the nation's population for more than 50 years.

Located in a temperate zone which is subject neither to extremely hot nor severely cold weather, Fort Wayne has a number of natural advantages which combine to make the city a healthful place in which to live. The city has a mean annual temperature of 50.1 degrees Fahrenheit, ranging from a maximum during July is 73.7 degrees, to a minimum average during January of 26.4 degrees. Total precipitation averages 36.22 inches annually.

Fort Wayne's geographical position has important industrial and commercial advantages because of the city's direct access to sources of raw and semi-finished materials, as well as its proximity to major markets for finished goods.

Manufacturers and wholesalers operating in Fort Wayne are in a position to serve approximately 41,000,000 people within a radius of 400 miles in the richest industrial and agricultural region in the United States. In the radius lies 1/6 of the nation's farming wealth and 40% of our industrial strength.

The northwestern section of Indiana is one of the largest iron and steel centers in the world. Adequate supplies of coal are available in southern Indiana and in the adjoining states of Ohio, Illinois and Kentucky. Moreover, Fort Wayne's position in a rich manufacturing and agricultural region makes it possible for the city's industrial and mercantile firms to secure economically and adequately nearly all of the various farm products and processed or fabricated materials used in manufacturing or for re-sale.

POPULATION

Year	Fort Wayne	Allen County
1910	63,933	93,386
1920	86,549	114,303
1930	114,946	146,743
1940	118,410	155,084
1943	124,326	156,597

POPULATION ANALYSIS: FORT WAYNE

92 per cent	Native White
5 per cent	Foreign-born White
3 per cent	Colored

FORT WAYNE'S DIVERSIFIED INDUSTRIES

A fine industrial city, well situated in the rich Middlewest, Fort Wayne is the location of many branch locations of the country's greatest corporations. Foremost among these are the following plants, along with the principal peacetime products they manufacture.

General Electric Company	Electric appliances, motors, generators
International Harvester Company	Motor Trucks
Studebaker Corporation (Aviation Division)	Gears
Inca Manufacturing Division (Phelps-Dodge Copper Products Corporation)	Copper Products
Allied Mills, Inc.	Feeds and Grains
American Fork & Hoe Company	Handles and Farm Tools
Boss Manufacturing Company	Gloves and Mittens
Joslyn Mfg. and Supply Company	Alloy Steel and Bars
Minnesota-Linseed Corporation	Linseed Oil and Paint
Fruehauf Trailer Company	Truck trailers
Essex Wire Corporation	Copper Wire Products
General Division, Gotham Hosiery Company	Silk Hosiery

Notwithstanding the above mentioned branch locations, Fort Wayne is the home of many corporations which have attained national importance, having grown from inauspicious starts as local manufacturing enterprises.

Wayne Pump Company	Gas Pumps, Tanks and Compressors
Bowser, Inc.	Tanks, Pumps, Oil Meters
Tokheim Oil Tank & Pump Company	Tanks and Pumps
Rea Magnet Wire Company	Copper Wire Products
Magnavox Company	Radios and Loud Speakers
Wayne Knitting Mills	Silk Hosiery
Farnsworth Tele. and Radio Corp.	Television Equip., Radios, Phonographs
American Steel Dredge Company	Steel Dredges and Barges
Truck Engineering Company	Motor Truck Bodies
L. S. Rastetter and Sons	Bridge Tables and Chairs
Fort Wayne Tailoring Company	Men's Clothing
Horton Manufacturing Company	Washing Machines and Ironers
Zollner Machine Works	Aluminum Pistons

Well diversified in industry, Fort Wayne is the home of three prominent breweries: Berghoff, Hoff-Brau and Centlivre. In addition to the above mentioned firms and their products, other manufacturing concerns are busy in the turning out of such things as baked goods, cigars, sewage disposal units, dairy equipment and products, display cases, fertilizers, mining machinery, paper boxes, plumbing supplies, welding compounds, medicines, toys and mattresses, as well as the machining and tooling of equipment to keep these industries going. The coveted Army-Navy "E" has been awarded to thirteen of Fort Wayne's wartime industries and numerous renewals have been made for continued meritorious service toward the war effort.

Since November of 1941, the following nationally known manufacturers have established branch factories in Fort Wayne:

Aviation Division, Studebaker Corporation

Fruehauf Trailer Company

Phelps-Dodge Copper Products Corporation

Salisbury Axle Division,
Spicer Manufacturing Corporation

National Can Corporation

In addition to new plants brought into the city, the following have expanded their facilities since November of 1941:

Wayne Pump Company
Magnavox Company
Mayer Tool & Die Company
Zollner Machine Works
Farnsworth Television and Radio Corporation
International Harvester Company
General Electric Company
American Steel Dredge Company
Fries Tool and Machine Works
Morco Manufacturing Company
Tokheim Oil Tank & Pump Company
Durham Manufacturing Corporation
(formerly Bass Foundry and Machine
Division of National Industries, Inc.)
White Machine Works
Peter Eckrich and Sons
Perfection Biscuit Company

In all, the citizens of Fort Wayne enjoy the fruits of 126 manufacturing concerns.

INDUSTRIAL GAS

YEAR	CUBIC FEET
1926	369,278,000
1927	335,509,000
1928	474,949,000
1929	679,362,000
1930	431,122,000
1931	278,269,000
1932	162,646,000
1933	198,591,000
1934	256,995,000
1935	312,442,000
1936	431,500,000
1937	508,200,000
1938	207,700,000
1939	355,600,000
1940	418,100,000
1941	602,630,000
1942	605,780,000
1943	846,000,000
1944	938,696,900
1945*	443,893,300

*as of June 1, 1945

INDUSTRIAL POWER

YEAR	KILOWATT HOURS
1929	97,773,310
1930	87,331,790
1931	70,665,761
1932	48,509,241
1933	53,683,837
1934	69,498,810
1935	72,492,072
1936	100,208,505
1937	110,104,713
1938	76,671,241
1939	104,076,241
1940	120,306,770
1941	158,477,365
1942	194,401,895
1943	266,725,317
1944	270,314,388
1945*	109,160,127

(Figures combine Indiana Service and City Light.)

*as of June 1, 1945

INDUSTRIAL EMPLOYMENT "A"

YEAR	NUMBER
1929	15,900
1930	12,962
1931	10,435
1932	7,271
1933	9,021
1934	11,722
1935	12,544
1936	15,490
1937	14,364
1938	11,008
1939	13,088
1940	15,496
1941	20,366
1942	25,935
1943	30,110
1944	27,918
1945*	26,528

(Above figures cover employment in 16 Fort Wayne industries which have been operating here for 13 years or longer.)

*All totals as of December 31st, with the exception of 1945, as of June 1st.

INDUSTRIAL EMPLOYMENT "B"

65 of our larger industrial plants employed:

Dec. 31, 1941	27,316
Dec. 31, 1942	34,755
Dec. 31, 1943	41,944
Dec. 31, 1944	39,475
June 1, 1945	36,515

54 of the above employed:

Dec. 31, 1940	21,195
Oct. 31, 1941	26,291
Nov. 30, 1941	26,541
Dec. 31, 1941	26,640
Jan. 31, 1942	26,884
Feb. 28, 1942	27,113
Mar. 31, 1942	27,655
Apr. 30, 1942	28,001
May 31, 1942	28,644
June 30, 1942	29,403
July 31, 1942	30,605
Aug. 31, 1942	31,205
Sep. 30, 1942	31,709
Oct. 31, 1942	31,814
Nov. 30, 1942	32,463
Dec. 31, 1942	32,625
Dec. 31, 1943	38,477
Dec. 31, 1944	36,924
June 1, 1945	35,189

CLASSIFICATION BREAKDOWN
OF ALL PERSONS GAINFULLY EMPLOYED

EMPLOYMENT IN 65 INDUSTRIES WHICH REPORT TO CHAMBER		35,813
" " ALL OTHER MANUFACTURING COMPANIES		3,500
" BY TRANSPORTATION COMPANIES (railroads, truck & bus lines, taxis, etc.)		4,500
" BY UTILITY AND PUBLIC SERVICE COMPANIES		1,200
" IN RETAIL DISTRIBUTION (U. S. Census of Business)		5,400
" IN WHOLESALE DISTRIBUTION (U. S. Census of Business)		1,100
" IN SERVICE ESTABLISHMENTS (U. S. Census of Business) (personal services, business services, etc.)		800
" IN REAL ESTATE & INSURANCE OFFICES (including home office of Lincoln Life Co.)		900
" IN BANKS AND OTHER FINANCIAL AGENCIES		400
" IN CONSTRUCTION INDUSTRY		800
" IN SCHOOLS - Public, Parochial, Private (including teachers, custodians, etc.)		1,200
" OF PROFESSIONALS & AIDES (lawyers, doctors, etc., & assistants)		1,100
" BY NEWSPAPERS AND RADIO STATIONS		300
" BY ORGANIZATIONS & PRIVATE INSTITUTIONS		300
" BY MISCELLANEOUS AGENCIES & COMPANIES (hotels, buildings, etc.; also domestics)		2,000
" BY ALL UNITS OF GOVERNMENT		1,575
Federal	300	
State	350 (all agencies, institutions, etc.)	
County	325 (all offices, institutions, etc.)	
Township	100 (all offices, schools, etc.)	
City	500 (all, except utilities & schools)	
" BY ARMY INSTALLATIONS (Civilians)		1,100
TOTAL EMPLOYMENT IN FORT WAYNE		61,988*

*of this total, approximately 2,000 are living outside the city. These commute back and forth to work each day.

AGRICULTURE
(Walley Agricultural Service)

NUMBER OF PRODUCERS AND VALUE

In the Fort Wayne rural trade area there are approximately 50,000 farms and farm families -- actual farmers -- producing annually in normal times over 100 million gallons of milk, 30 million dozens of eggs, one million head of market hogs, sheep and lambs, a great percentage of which produce finds itself passing through Fort Wayne trade channels.

PRINCIPAL CROPS

The principal crops grown in the territory consist of corn, soybeans, alfalfa, oats, wheat, and sugar beets. Some of the best muck land in the Midwest lies within this trade territory and the production of potatoes, onions, and mint oil makes a sizeable contribution to the total national production of these commodities. The average annual corn acreage in this immediate trade territory exceeds one million acres.

AGRICULTURAL RANK

The soil and climate are considerably above the average of the Midwest and the agricultural territory surrounding Fort Wayne is at the eastern edge of the feed surplus producing territory of the United States. The rural population, lying close to the industrial and populous East, enjoys favorable prices for the products sold from the farms and is in a favorable position as to the cost of manufactured goods purchased as compared with the great Midwest, Southern, and Western agricultural territories of the United States.

FARM INCOME

The size of the farm unit is economic either as to the extensive or intensive nature of the operation. For example, one of the most intensive poultry producing territories in the Midwest lies within the Fort Wayne trade area. It is conservatively estimated that the gross sales per farm in this territory is in the range of $3,000 to $4,000, and the net farm income is approximately 50% of that gross.

RURAL POPULATION

The rural population in the Fort Wayne trade area represents the finest in American citizenship. Schools and educational standards are high and practically 100% of all farm homes are located on all-weather roads. Public authorities keep these good roads in good condition, free from snow, and there are no lulls in farm trade or travel from the farm to the city.

RETAIL TRADE

(Source: Sales Management)

Fort Wayne

YEAR	RETAIL SALES	EFFECTIVE BUYING INCOME
1940	$ 61,067,000.00	$ 95,402,000.00
1941	76,446,000.00	127,673,000.00
1942	88,600,000.00	184,526,000.00
1943	96,042,000.00	213,017,000.00
1944	103,294,000.00	220,380,000.00

Allen County

1940	$ 66,398,000.00	$ 110,483,000.00
1941	83,119,000.00	147,855,000.00
1942	93,509,000.00	213,650,000.00
1943	102,298,000.00	237,579,000.00
1944	112,312,000.00	254,111,000.00

WHOLESALE TRADE

Year 1939

(Source: U. S. Census)

NUMBER OF ESTABLISHMENTS	220
SALES	$ 47,614,000.00
NUMBER OF EMPLOYEES	2,017
TOTAL PAYROLL	$ 3,309,000.00

Year 1944

(Source: Sales Management)

SALES . . . . . $ 94,136,000.00

FINANCIAL INSTITUTIONS

Two National Banks One Joint Stock Land Bank Three State Banks
One Federal Savings & Loan Association
One Home Loan & Savings Association

Total deposits in State and National Banks on December 31, 1940 came to a total of $58,107,625.00; on December 31, 1944 -- $135,416,292.00; on June 30, 1945 -- $144,697,820.00.

Total assets of the five major banks, as of December 31, 1945, amounted to $155,954,654.78. Total assets of the two loan and savings associations, as of June 30, 1945, amounted to $6,897,215.41.

TOTAL BANK CLEARINGS

YEAR	AMOUNT
1940	$ 95,496,985.00
1941	126,683,261.00
1942	143,206,128.00
1943	153,788,217.00
1944	166,198,618.00
1945*	88,014,927.00

BANK DEBITS

YEAR	AMOUNT	YEAR	AMOUNT
1929	$ 636,000,000.00	1938	$ 364,000,000.00
1930	554,000,000.00	1939	376,000,000.00
1931	434,000,000.00	1940	404,000,000.00
1932	282,000,000.00	1941	509,000,000.00
1933	229,000,000.00	1942	652,000,000.00
1934	272,000,000.00	1943	762,720,000.00
1935	323,000,000.00	1944	883,955,000.00
1936	398,000,000.00	1945*	462,670,000.00
1937	438,000,000.00		

*as of June 1, 1945

RADIO STATIONS

The Fort Wayne area is served by two radio stations, both affiliated with national chain hook-ups.

Indiana's most powerful radio station, Westinghouse WOWO operating on a modulation of 1190 Kilocycles and a clear channel of 10,000 watts is affiliated with the American Broadcasting Company. It is strategically located almost midway between Chicago, Detroit and Cincinnati and serves the listening audience in a wide radius of 64 counties in Ohio, Michigan and Indiana, its primary area -- and 69 more counties in the same three states in its secondary coverage. Included in its primary area are 481 communities of less than 2,500 population; 52 communities of 2,500 to 10,000 and thirty of 10,000 or over population. Over 3,000 factories are located in this area. Within the primary area 645,800 homes are reached while the secondary area coverage embraces an additional 1,098,460 homes.

Based on retail sales, the WOWO primary market is BIGGER than Baltimore, Cincinnati, Cleveland, Des Moines, Indianapolis, Kansas City, St. Louis, Milwaukee, Buffalo and Dayton; EQUAL to Boston, Pittsburgh and San Francisco; and COMPARABLE to Philadelphia and Detroit.

Included in its staff of employees are nearly 100 engineers, announcers, writers, musicians and office workers, as well as a full time Farm Director, Public Service Director, Educational Director and Sports Editor. Established in 1925 this radio station is owned by the Westinghouse Radio Stations, Inc., which company also owns and operates stations in Philadelphia, Boston, Pittsburgh and Portland, Oregon. Main offices of the company are located in Philadelphia, but the company operates under the corporate laws of the state of Indiana. WOWO offices and studios are located in the Westinghouse Building at 925 South Harrison Street; with the transmitter at the intersection of State Highway 2 and Lincoln National Highway 30, northwest of the city. A Frequency Modulated Station, WOWO-FM (44.9 megacycles) is operated also from the downtown building.

Reaching a diversified but smaller radio audience is Farnsworth WGL which operates on 1450 Kilocycles (250 watts) and is affiliated with the National Broadcasting Company. Temporarily located in the Westinghouse Building, this radio station owned by the Farnsworth Television and Radio Corporation will soon occupy its own studio and office building at the corner of Harrison and Jefferson Streets.

Farnsworth WGL, known in the area as "Fort Wayne's Own Station", has received confirmation from the Federal Communications Commission for the operation of an experimental television broadcasting station, and they now have on file with the F. C. C. an application to operate a Frequency Modulation station. Fort Wayne is the home of the Farnsworth Television and Radio Corporation, where their main manufacturing plant is located.

TELEPHONE INSTALLATIONS

YEAR	NUMBER
1926	27,742
1927	28,947
1928	30,297
1929	31,708
1930	34,096
1931	34,017
1932	32,590
1933	28,837
1934	28,306
1935	29,966
1936	31,434
1937	33,724
1938	35,404
1939	35,080
1940	36,286
1941	38,308
1942	44,764
1943	46,635
1944	47,872
1945*	48,330

*as of June 1, 1945.

All other figures December 31st, each year.

NEWSPAPER CIRCULATION AND ADVERTISING

CIRCULATION

YEAR	NUMBER	YEAR	NUMBER
1926	79,151	1936	107,546
1927	83,625	1937	112,216
1928	88,483	1938	110,392
1929	92,804	1939	113,113
1930	94,306	1940	117,105
1931	90,963	1941	123,843
1932	85,864	1942	124,416
1933	74,248	1943	120,880
1934	82,552	1944	120,258
1935	94,681		

(Above figures represent daily circulation of both Fort Wayne newspapers combined, from White A. B. C. audits.)

LINEAGE

YEAR	NUMBER	YEAR	NUMBER
1928	20,799,165	1937	17,702,826
1929	22,656,611	1938	15,673,245
1930	19,920,490	1939	16,738,338
1931		1940	16,523,911
1932	13,908,975	1941	16,871,426
1933	11,410,610	1942	16,162,198
1934	13,706,729	1943	17,857,865
1935	15,342,019	1944	20,619,385
1936	17,191,572	1945*	9,641,576

(Above figures represent gross Fort Wayne newspaper lineage. Current figures are lower than would be expected normally, because of loss of newsprint necessitating the elimination of extensive advertising.)

*as of July 1, 1945

INCOME TAX RETURNS**

YEAR	NUMBER	YEAR	NUMBER
1926	5,873	1935	6,446
1927	5,860	1936	7,759
1928	5,717	1937	10,205
1929	6,315	1938	9,108
1930	5,512	1939	9,346
1931	4,661	1940	20,766
1932	5,417	1941	47,742
1933	4,971	1942	Unavailable
1934	5,611	1943	" " "

(Above figures represent number of federal income tax returns filed by individuals in Fort Wayne.)

MOTOR VEHICLE REGISTRATION--ALLEN COUNTY

YEAR	PASSENGER	TRUCK
1941	43,205	4,800
1942	43,060	4,730
1943	42,160	4,325
1944	46,675	4,766
1945*	37,569	4,118

(Allen County ranks third in the state in automobile registrations, being outnumbered by Lake and Marion Counties, the former embracing the Gary area and the latter the state capitol of Indianapolis.)

NEW PASSENGER AUTO SALES--ALLEN COUNTY**

YEAR	NUMBER	YEAR	NUMBER
1929	7,538	1936	6,441
1930	4,353	1937	7,282
1931	2,828	1938	2,880
1932	1,482	1939	4,315
1933	2,018	1940	5,851
1934	2,715	1941	6,527
1935	4,707	1942	581

*as of June 1st, 1945
**Latest Information Available.

HOUSE CONSTRUCTION

YEAR	NUMBER	YEAR	NUMBER
1929	545	1938	216
1930	284	1939	345
1931	154	1940	488
1932	23	1941	638
1933	10	1942	400
1934	13	1943	80
1935	62	1944	87
1936	116	1945*	28
1937	222		

(Above totals represent number of new homes built in Fort Wayne.)

BUILDING ACTIVITY

YEAR	NO. OF PERMITS	AMOUNT	YEAR	NO. OF PERMITS	AMOUNT
1929	1,927	$ 8,040,000	1938	1,136	$ 2,681,000
1930	1,307	3,052,000	1939	1,346	2,791,000
1931	1,313	2,445,000	1940	1,621	3,676,000
1932	593	1,582,000	1941	1,569	4,269,000
1933	439	761,000	1942	1,067	6,421,000
1934	493	370,000	1943	667	873,237
1935	1,075	1,166,000	1944	665	1,068,550
1936	1,562	1,797,000	1945*	300	535,925
1937	1,594	2,565,000			

(These figures represent the volume of Building Activity -- new construction, repairs, etc. -- in Fort Wayne.)

POSTAL RECEIPTS

YEAR	AMOUNT	YEAR	AMOUNT
1929	$ 1,067,000	1938	$ 961,000
1930	1,019,000	1939	1,005,000
1931	892,000	1940	1,054,000
1932	806,000	1941	1,143,000
1933	745,000	1942	1,133,000
1934	788,000	1943	1,315,154
1935	846,000	1944	1,524,712
1936	934,000	1945*	628,458
1937	987,000		

*as of June 1, 1945

RAILROAD CARLOADINGS

Outbound

YEAR	NUMBER	YEAR	NUMBER	YEAR	NUMBER
1926	34,010	1932	14,690	1941	15,644
1927	34,070	1933	15,122	1942	23,759
1928	31,257	1934	15,725	1943	28,842
1929	31,391	1935	16,897	1944	33,577
1930	26,997	1936	21,558	1945*	15,740
1931	20,793				

Inbound

YEAR	NUMBER
1941	41,472
1942	42,942
1943	41,428
1944	44,249
1945*	19,468

*as of June 1, 1945

AIR AND RAIL EXPRESS

(Outbound Only)

	1940		1941		1944	
	RAIL	AIR	RAIL	AIR	RAIL	AIR
January	11,519	48	17,361	66	19,366	202
February	15,545	52	18,140	90	19,898	157
March	16,047	50	18,461	92	22,316	212
April	15,894	52	19,478	84	22,128	193
May	16,787	64	18,578	101	20,016	210
June	15,599	75	16,945	75	20,326	284
July	14,522	85	15,369	116	18,889	250
August	16,425	83	16,492	113	20,629	246
September	17,907	76	18,502	112	19,414	276
October	19,854	86	18,097	138	33,309	328
November	19,524	77	17,456	108	20,709	322
December	21,644	91	21,483	135	22,311	294
TOTALS:	201,267	839	219,362	1,230	259,311	2,974

This information furnished through the courtesy of the local office of the Railway Express Agency.

VOLUME OF AIR MAIL, EXPRESS AND PASSENGERS

AIR MAIL

Year	Pounds In	Pounds Out
1941	19,436	31,286
1942	14,497	28,079
1943	9,902	31,580
1944	18,144	29,393
1945*	2,486	11,325

AIR EXPRESS

Year	Pounds In	Pounds Out
1941	8,470	18,787
1942	16,953	90,919
1943	33,691	84,139
1944	40,506	65,184
1945*	3,179	20,162

AIR PASSENGERS

Year	Number In	Number Out
1937	177	175
1938	460	361
1939	823	707
1940	1,523	1,649
1941	2,803	2,307
1942	1,858	1,635
1943	1,360	1,417
1944	1,411	1,676
1945*	411	344

*as of June 1, 1945

(Figures represent service by T. W. A. only -- Chicago and Southern not yet in operation at time of compilation.

1945 figures are on a basis of limited service, only.)

AIRPORT FACILITIES

Fort Wayne with two fine airports has the facilities to permit the ultimate in air service for its 125,000 citizens, as well as those persons within its fifty-mile trading area.

Ranking as one of the finest airports in the country, Baer Field, consisting of 1,000 acres, more or less, is municipally owned but presently leased to the Army Air Forces. It has three runways, each 300 feet wide, and ranging up to 7,000 feet in length. Constructed of a double thickness of concrete, they are wide enough, long enough and strong enough to withstand the constant use they will be given in the years to come by heavy commercial ships. They have already proven their durability through continued use by the planes of the First Troop Carrier Command under whose jurisdiction the field operates as a unit of the Army Air Forces.

Serving as a secondary field, Smith Municipal Airport will provide a hub for the activities of the private flyer. As headquarters for the Civil Air Patrol and the Fort Wayne Aero Club, Smith Field offers hangar facilities for private, as well as small commercial ships, and has a regular ground training school, in addition to accredited flying schools staffed by competent licensed operators.

With air service temporarily discontinued pending the completion of a new $45,000 air terminal building at Baer Field, to be used solely by commercial airlines, Fort Wayne's two presently certificated air carriers have been granted permission by the C. A. B. as well as the A. A. F. to use Baer Field as the scene of their local operations.

Transcontinental and Western Air, Inc., providing East-West service (between Los Angeles and New York and Washington, D. C. and to such cities as Phoenix, Albuquerque, Topeka, Kansas City, Chicago, Dayton, Columbus, Pittsburgh and Philadelphia) and Chicago and Southern Airlines, providing North-South service (between Detroit and Memphis and to such cities as Toledo, Indianapolis, Evansville, Houston and New Orleans) will have the following schedules in operation when service is resumed on or about October 1st.

Chicago and Southern Airlines		Transcontinental & Western Air, Inc.	
North	South	East	West
1:08 P. M.	8:44 A. M.	2:00 A. M.	10:00 P. M.
5:22 P. M.	4:30 P. M.	1:55 P. M.	
5:12 A. M.	9:14 P. M.		

BUS SCHEDULES

(In each instance the best schedule provided to the city in question is shown. Note additional schedules available in last column.)

ESTINATION	LEAVE FT. W	ARRIVE	CHANGEOVER POINTS	TRAVEL TIME	ADDITIONAL SCHEDULES AVAILABLE
kron, O.	6:17 AM	3:45 PM*	Wooster, O.	8'-28"	3
altimore, Md.	2:47 PM	4:10 AM*	Pittsburgh, Pa.	26'	3
oston, Mass.	6:17 AM	7:10 PM*	Pittsburgh, Pa. New York, N. Y.	36'	3
	11:25 PM	11:45 AM*	Toledo, O. Cleveland, O.	36'	2
uffalo, N. Y.	1:40 PM	7:20 AM*	Toledo, O. Cleveland, O.	16'	4
anton, O.	6:17 AM	3:07 PM*	No Change	7'-50"	3
incinnati, O.	10:42 AM	4:25 PM*	No Change	5'-43"	3
hattanooga, Tenn.	1:50 PM	9:31 AM	Cincinnati	10'-41"	2
	6:30 AM	5:50 AM	Indianapolis Louisville Nashville	24'	5
leveland, O.	9:25 PM	7:15 AM*	Toledo, O.	10'	5
	6:17 AM	4:25 PM*	Mansfield, O.	9'-30"	2
olumbus, O.	6:17 AM	1:54 PM*	Marion, O.	6'-30"	3
	3:55 PM	11:10 PM*	No Change	6'	
allas, Tex.	12:35 PM	6:37 AM	St. Louis, Mo. Tulsa, Okla.	42'	4
	10:30 AM	11:27 AM	Indianapolis, Ind. Evansville, Ind. Memphis, Tenn. Texarkana, Tex.	48'	3

US SCHEDULES - continued

ESTINATION	LEAVE FT. W	ARRIVE	CHANGEOVER POINTS	TRAVEL TIME	ADDITIONAL SCHEDULES AVAILABLE
ayton, O.	8:00 AM	1:35 PM	Van Wert, O. Greenville, O.	5'-35"	2
	10:42 AM	4:12 PM	Richmond, Ind.	5'-30"	3
etroit, Mich.	12:25 PM	7:10 PM*	No Change	5'-45"	7
vansville, Ind.	6:30 AM	6:30 PM	Indianapolis, Ind.	12'	4
indlay, O.	9:55 AM	3:05 PM*	Lima, O.	4'	2
lint, Mich.	5:30 AM	12:45 PM	Lansing	7'	
	10:45 AM	8:15 PM	Lansing		
rand Rapids, Mich.	8:00 AM	2:25 PM*	No Change	5'-25"	3
amilton, O.	7:30 AM	12:35 PM	Richmond	5'	1
arrisburg, Pa.	6:37 PM	1:18 PM*	Pittsburgh, Pa.	16'	2
ndianapolis, Ind.	6:30 AM	10:55 AM	No Change	4'-25"	20
ackson, Mich.	8:00 AM	1:00 PM*	Angola, Ind.	4'	2
ansing, Mich.	5:30 AM	10:40 AM	No Change	5'-10"	2
ima, O.	6:17 AM	9:22 AM*	No Change	2'	10
os Angeles, Cal.	12:35 PM	4:10 AM	St. Louis, Mo. Tulsa, Okla. Oklahoma City, Okla. Amarillo, Texas Albuquerque, N. M.	96'	4
ouisville, Ky.	6:30 AM	4:30 PM	Indianapolis, Ind.	10'	9
ansfield, O.	6:17 AM	12:34 PM*	Marion, O.	5'-17"	2
	12:17 AM	6:24 AM*	No Change		
arion, O.	6:17 AM	11:22 AM*	No Change	4'	3
assilon, O.	6:17 AM	2:47 PM*	No Change	8'- 4"	3
ilwaukee, Wis.	11:25 AM	9:40 PM	Chicago, Ill.	10'- 5"	2
inneapolis, Minn.	11:25 AM	10:00 AM	Chicago, Ill.	23'	3

US SCHEDULES - continued

ESTINATION	LEAVE FT. W	ARRIVE	CHANGEOVER POINTS	TRAVEL TIME	ADDITIONAL SCHEDULES AVAILABLE
ewark, N. J.	6:37 PM	7:43 PM*	Pittsburgh, Pa.	24'	2
ew Orleans, La.	12:35 PM	5:45 AM	Indianapolis, Ind. Louisville, Ky. Nashville, Tenn. Birmingham, Ala.	41'	5
	4:30 PM	7:55 AM	Indianapolis, Ind. Effingham Memphis, Tenn. Jackson, Miss.	42'	2
eoria, Ill.	12:30 PM	9:25 PM	Chenoa, Ill.	8'	2
t. Louis, Mo.	6:30 AM	7:30 PM	No Change	13'	2
an Francisco, Cal.	11:25 AM	5:05 AM	Chicago, Ill. Omaha, Neb. Salt Lake City, Utah	90'	3
andusky, O.	8:05 AM	4:30 PM*	Toledo, O.	7'-15"	3
pringfield, Ill.	6:04 AM	7:22 PM	Chicago, Ill.	12'	3
pringfield, O.	1:45 PM	7:40 PM*	Lima, O.	4'-45"	3
teubenville, O.	6:17 AM	6:05 PM*	Canton, O.	11'	1
oledo, O.	8:05 AM	1:00 PM*	No Change	4'- 5"	9
oungstown, O.	9:25 PM	9:20 AM*	Toledo, O.	11'	4

indicates E.W.T., all other C.W.T., except Calif. (P.W.T.)
denotes hours
denotes minutes

RAIL SCHEDULES

(In each instance the best schedule provided to the city in question is shown.)

DESTINATION	LEAVE Fort Wayne	Arrive DESTINATION	Leave DESTINATION	ARRIVE Fort Wayne	APPROXIMATE TRAVELING TIMES
Akron, O.	12:40 AM	6:40 AM*	11:00 PM*	5:00 AM	5'
Baltimore, Md.	5:46 PM	8:04 AM*	6:15 PM*	6:45 AM	13'-30"
Boston, Mass.	5:57 PM	3:00 PM*	12: noon*	7:25 AM	20'
Buffalo, N. Y.	12:46 PM	10:15 PM*	5:15 AM*	1:20 PM	8'-30"
Canton, O.	5:05 PM	10:06 PM*	10:55 AM*	1:55 PM	4'
Cincinnati, O.	2:27 AM	7:30 AM*	11:40 PM*	2:52 AM	4'
Chattanooga, Tenn.	2:27 AM	4:15 PM	12:01 PM	2:52 AM	14'-50"
Cleveland, O.	12:46 PM	6:00 PM*	12:15 AM*	3:50 AM	4'-15"
Columbus, O.	12:20 PM	5:55 PM*	12:05 PM*	4:15 PM	4'-35"
Dallas, Tex.	5:40 AM	7:55 AM	9:30 PM	12:35 AM	26'-15"
Dayton, O.	2:27 AM	7:37 AM*	12:17 AM*	2:52 AM	4'-10"
Detroit, Mich.	6:30 PM	10:15 PM*	5:00 PM*	6:38 PM	2'-45"
Evansville, Ind.	10:20 AM	7:15 PM	8:05 AM	6:02 PM	9'-55"
Findlay, O.	12:46 PM	3:19 PM*	12:33 PM*	1:20 PM	2'-30"
Flint, Mich.	6:38 PM	3:00 AM*	2:27 PM*	6:38 PM	7'-20"
Grand Rapids, Mich.	3:40 AM	8:55 AM*	10:05 PM*	1:23 AM	4'-15"
Hamilton, O.	2:27 AM	6:40 AM*	12:27 AM*	2:52 AM	3'-15"
Harrisburg, Pa.	5:46 PM	5:28 AM*	8:35 PM*	6:45 AM	10'-40"
Indianapolis, Ind.	2:27 AM	6:48 AM	10:55 PM	2:52 AM	4'-20"
Jackson, Mich.	11:37 AM	6:09 PM*	2:56 PM*	6:38 PM	5'-30"
Lansing, Mich.	11:37 AM	7:13 PM*	2:12 PM*	6:38 PM	6'-35"
Lima, O.	2:03 PM	4:04 PM*	1:53 PM*	1:55 PM	1'

RAIL SCHEDULES - continued

DESTINATION	LEAVE Fort Wayne	Arrive DESTINATION	Leave DESTINATION	ARRIVE Fort Wayne	APPROXIMATE TRAVELING TIMES
Los Angeles, Calif.	2:00 PM	9:15 AM	6:00 PM	5:00 PM	44'-15"
Louisville, Ky.	2:27 AM	11:15 AM	5:40 PM	2:52 AM	8'-50"
Mansfield, O.	6:15 PM	9:53 PM*	12:23 PM*	1:55 PM	2'-40"
Marion, O.	8:05 PM	11:45 PM*	1:44 PM*	4:15 PM	2'-40"
Massilon, O.	2:03 PM	7:05 PM*	11:10 AM*	1:55 PM	4'
Milwaukee, Wisc.	10:15 AM	2:05 PM	1:45 PM	6:10 PM	3'-50"
Minneapolis, Minn.	10:15 AM	8:00 PM	7:55 AM	6:10 PM	9'-45"
Newark, N. J.	5:57 PM	9:15 AM*	6:14 PM*	7:25 AM	14'-15"
New Orleans, La.	2:27 AM	7:30 AM	8:30 PM	2:52 AM	26'
Peoria, Ill.	7:15 AM	1:10 PM	7:00 AM	1:58 PM	6'
St. Louis, Mo.	7:15 AM	5:15 PM	8:58 AM	5:00 PM	10'
San Francisco, Cal.	2:00 PM	9:50 AM	4:30 PM	4:00 PM	45'-50"
Sandusky, O.	2:30 PM	9:45 PM*	6:57 PM*	1:23 AM	6'-15"
Springfield, Ill.	7:15 AM	3:00 PM	10:48 AM	5:00 PM	7'-45"
Springfield, O.	2:27 AM	9:25 AM*	9:25 PM*	2:52 AM	6'
Steubenville, O.	2:03 PM	11:45 PM*	9:30 PM*	4:37 AM	8'-40"
Toledo, O.	4:20 AM	8:20 AM*	7:45 PM*	9:30 PM	3'
Youngstown, O.	12:40 AM	10:06 AM*	9:13 PM*	3:10 AM	8'

*indicates E.W.T., all other C.W.T., except Calif. (P.W.T.)
'denotes hours
"denotes minutes

HIGHWAY SERVICE

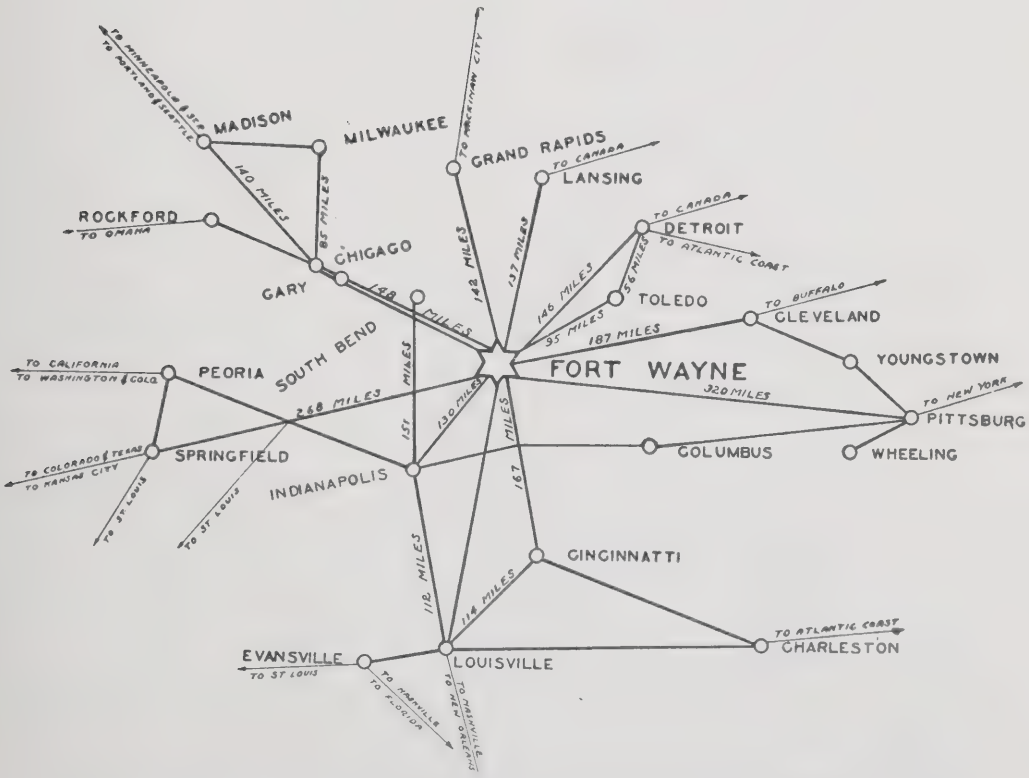
Fort Wayne is served by nine major highways. Four of these are national and five are state. The four U. S. roads are Nos. 24, 27, 30 and 33; the five state roads are Nos. 1, 2, 3, 14 and 427.

Local Shippers are served by 15 contract carriers and 60 common carriers (both truck). The travelling public has the facilities of eight inter-city bus lines. These are Pennsylvania-Greyhound, Indiana Motor Bus, A. B. C. Coach Lines, Short-Way Lines, Greenville-Dayton Transportation Co., Central Coach Lines, Indiana Railroad System and Muncie-Kokomo Bus Line.

RAIL SERVICE

Four Railroads:

Pennsylvania Railroad (Main Line)
New York Central Railroad (Branch)
Wabash Railway (Main Line)
New York, Chicago and St. Louis Railroad
(Nickel Plate - Main Line)



FORT WAYNE'S LOCATION WITH REFERENCE TO OTHER MID-WEST CITIES WITH RAIL DISTANCES

BRANCH OFFICE LOCATIONS OF MAIN OFFICE FIRMS
and
MAIN OFFICE LOCATIONS OF LOCAL BRANCH OFFICE FIRMS

(The following is a list of the larger concerns in Fort Wayne, showing the location of the Main Offices and the established Branch Offices.)

ALLIED MILLS, INC. - Main Office, CHICAGO, ILL.

PLANTS

FORT WAYNE	Springfield, Mass.	Taylorville, Ill.
Memphis, Tenn.	Buffalo, N. Y.	E. St. Louis, Ill.
Decatur, Ill.	Greenville, Ohio	Harrisburg, Pa.
Omaha, Nebr.	Peoria, Ill.	Portsmouth, Va.

AMERICAN FORK & HOE COMPANY - Main Office, CLEVELAND, OHIO

PLANTS

FORT WAYNE
Columbus, Ind.
Evansville, Ind.
Memphis, Tenn.

SALES OFFICES

Cleveland, Ohio

BOSS MANUFACTURING COMPANY - Main Office, KEWANEE, ILL.

PLANTS

FORT WAYNE	Findlay, Ohio	Brooklyn, N. Y.
Peoria, Ill. (2 plants)	Lebanon, Ind.	Bluffton, Ohio
Kansas City, Mo.	Chillicothe, Ohio	
Leavenworth, Kans.	Toledo, Ohio	

BOWSER, INC. - Main Office, FORT WAYNE, INDIANA

PLANTS

	Chicago, Ill. (2 plants)	
FORT WAYNE	Toronto, Ont., Can. (2 plants)	
Alhambra, Cal.	Woodside, L. I., N. Y.	Tiffin, Ohio
Fostoria, Ohio	Terryville, Conn.	Angola, Ind.
	Stockbridge, Mich.	Chelsea, Mich.

SALES OFFICES

Albany, N. Y.	Atlanta, Ga.	Boston, Mass.
Chicago, Ill.	Cleveland, Ohio	Dallas, Texas
Denver, Colo.	Detroit, Mich.	New York, N. Y.
Washington, D. C.	San Francisco, Cal.	Houston, Texas
Kansas City, Mo.	Minneapolis, Minn.	Philadelphia, Pa.
Pittsburgh, Pa.	Portland, Ore.	St. Louis, Mo.
Seattle, Wash.	Los Angeles, Cal.	

CROWN CAN COMPANY - Main Office, PHILADELPHIA, PA.

PLANTS

FORT WAYNE
Madison, Wisc.
St. Louis, Mo.
Houston, Texas
Orlando, Fla.
Baltimore, Md.
Nebraska City, Nebr.

ESSEX WIRE COMPANY - Main Office, FORT WAYNE, IND.

PLANTS

FORT WAYNE
Logansport, Ind.
Jonesboro, Ark.
Marion, Ind.
Chicago, Ill.
Detroit, Mich.
Windsor, Ont., Can.

SALES OFFICES

Newark, N. J.
Philadelphia, Pa.
Atlanta, Ga.
Cleveland, Ohio
Kansas City, Mo.
St. Louis, Mo.
Los Angeles, Calif.
San Francisco, Calif.

WAREHOUSES

Newark, N. J.
Chicago, Ill.
Kansas City, Mo.
St. Louis, Mo.
Atlanta, Ga.

FARNSWORTH TELEVISION AND RADIO CORPORATION - Main Office, FORT WAYNE, IND.

PLANTS

FORT WAYNE
Marion, Ind.
Bluffton, Ind.

WAREHOUSES

FORT WAYNE
Marion, Ind.

SALES OUTLETS

In All Principal Cities

FORT WAYNE CORRUGATED PAPER COMPANY - Main Office, FORT WAYNE, IND.

PLANTS

Vincennes, Ind.
McKees Rocks, Pa.
Hartford City, Ind.
Rochester, N. Y.
Chicago, Ill.

SALES OFFICES

Chicago, Ill.
New York, N. Y.
McKees Rocks, Pa.
Rochester, N. Y.

FRUEHAUF TRAILER COMPANY - Main Office, DETROIT, MICH.

PLANTS

FORT WAYNE	Omaha, Nebr.	Los Angeles, Calif.
Detroit, Mich.	Birmingham, Ala.	Cedar Rapids, Ia.
Kansas City, Mo.	Springfield, Mo.	Toronto, Ont., Can.

BRANCHES

FORT WAYNE	Detroit, Mich.	Peoria, Ill.
Akron, Ohio	Erie, Pa.	Philadelphia, Pa.
Albany, N. Y.	Grand Rapids, Mich.	Pittsburgh, Pa.
Atlanta, Ga.	Hartford, Conn.	Richmond, Va.
Birmingham, Ala.	Houston, Tex.	Saginaw, Mich.
Boston, Mass.	Indianapolis, Ind.	St. Louis, Mo.
Buffalo, N. Y.	Kansas City, Mo.	St. Paul, Minn.
Charlotte, N. C.	Milwaukee, Wisc.	San Antonio, Texas
Chicago, Ill.	Nashville, Tenn.	Scranton, Pa.
Cincinnati, Ohio	Newark, N. J.	Savannah, Ga.
Cleveland, Ohio	New Orleans, La.	South Bend, Ind.
Columbus, Ohio	New York, N. Y.	Syracuse, N. Y.
Dallas, Texas	Norfolk, Va.	Toledo, Ohio
Denver, Colo.	Oklahoma City, Okla.	Wichita, Kans.
Des Moines, Ia.	Omaha, Nebr.	

GENERAL ELECTRIC COMPANY - Main Office, SCHENECTADY, N. Y.

PLANTS

FORT WAYNE (3 plants)	Bridgeport, Pa.	Oakland, Calif.
Decatur, Ind.	Pittsfield, Mass.	Schenectady, N. Y.
Kokomo, Ind.	Erie, Pa.	River Works (West Lynn)
Bloomfield, N. J.	Nela Park (Cleveland)	West Lynn, Mass.
		Wabash, Ind.

SALES OFFICES

FORT WAYNE	Evansville, Ind.	Flint, Mich.
Birmingham, Ala.	Indianapolis, Ind.	Grand Rapids, Mich.
Jacksonville, Fla.	South Bend, Ind.	Lansing, Mich.
Miami, Fla.	Wichita, Kans.	Kansas City, Mo.
Tampa, Fla.	Salina, Kans.	St. Louis, Mo.
Atlanta, Ga.	Pittsburgh, Pa.	El Paso, Texas
Buffalo, N. Y.	Oklahoma City, Okla.	Houston, Texas
Cleveland, Ohio	Tulsa, Okla.	San Antonio, Texas
Dayton, Ohio	Reading, Pa.	
Toledo, Ohio	Detroit, Mich.	

WAREHOUSES

Los Angeles, Calif.	Detroit, Mich.	Oklahoma City, Okla.
San Francisco, Calif.	Kansas City, Mo.	Philadelphia, Pa.
Denver, Colo.	St. Louis, Mo.	Pittsburgh, Pa.
Atlanta, Ga.	Buffalo, N. Y.	Dallas, Texas
Chicago, Ill.	Cincinnati, Ohio	Houston, Texas
Boston, Mass.	Cleveland, Ohio	Milwaukee, Wisc.
Charleston, W. Va.	Davenport, Ia.	Minneapolis, Minn.
Portland, Ore.	Salt Lake City, Utah	Omaha, Nebr.
Seattle, Wash.		

GENERAL DIVISION, GOTHAM HOSIERY CO., INC. - Main Office, NEW YORK, N. Y.

PLANTS

FORT WAYNE

SALES OFFICE

New York, N. Y.

HORTON MANUFACTURING COMPANY - Main Office, FORT WAYNE, IND.

SALES OFFICES

Los Angeles, Calif.	Chicago, Ill.	Reading, Pa.
Lincoln, Nebr.	Jackson, Mich.	
Milwaukee, Wisc.	Indianapolis, Ind.	

INTERNATIONAL HARVESTER COMPANY - Main Office, CHICAGO, ILL.

PLANTS

FORT WAYNE	St. Paul, Minn.	Huntington Park, Calif.
Auburn, N. Y.	Springfield, Ohio	Chicago, Ill.
Indianapolis, Ind.	Richmond, Ind.	Rock Island, Ill.
Canton, Ill.	East Moline, Ill.	Milwaukee, Wisc.
Rock Falls, Ill.	Bettendorf, Ia.	Chattanooga, Tenn.

BRANCH HOUSES

FORT WAYNE	Buffalo, N. Y.	New York, N. Y.
Indianapolis, Ind.	Chicago, Ill.	Oklahoma City, Okla.
Terre Haute, Ind.	Kansas City, Mo.	Omaha, Nebr.
Evansville, Ind.	Dallas, Texas	Peoria, Ill.
Kankakee, Ill.	Denver, Colo.	Philadelphia, Penna.
Springfield, Ill.	Little Rock, Ark.	Pittsburgh, Penna.
Jackson, Mich.	Green Bay, Wisc.	Richmond, Va.
Grand Rapids, Mich.	Eau Claire, Wisc.	St. Joseph, Mo.
Saginaw, Mich.	Los Angeles, Calif.	St. Louis, Mo.
Detroit, Mich.	Harrisburg, Pa.	San Antonio, Texas
Cleveland, Ohio	Houston, Texas	San Francisco, Calif.
Columbus, Ohio	Jacksonville, Fla.	Seattle, Wash.
Cincinnati, Ohio	Louisville, Ky.	Shreveport, La.
Albany, N. Y.	Madison, Wisc.	Spokane, Wash.
Amarillo, Texas	Memphis, Tenn.	Springfield, Mo.
Baltimore, Md.	Milwaukee, Wisc.	Syracuse, N. Y.
Birmingham, Ala.	Minneapolis, Minn.	Toledo, Ohio
Boston, Mass.	Nashville, Tenn.	Topeka, Kans.
Wichita, Kans.	New Orleans, La.	Tulsa, Okla.

McMILLEN FEED MILLS - Main Office, FORT WAYNE, IND.

PLANTS AND SALES OFFICES

Madison, Wisc.	Decatur, Ind.	Alliance, Ohio
Gibson City, Ill.	Harrisburg, Pa.	Marion, Ohio

NATIONAL CAN CORPORATION - Main Office, NEW YORK, N. Y.

PLANTS AND WAREHOUSES

FORT WAYNE	Masspeth, N. Y.	Hamilton, Ohio
New York, N. Y.	Boston, Mass.	Sharon Hill, Pa.
Baltimore, Md.	Philadelphia, Pa.	
New Orleans, La.	Chicago, Ill.	

PHELPS-DODGE COPPER PRODUCTS CORPORATION - Main Office, NEW YORK, N. Y.

PLANTS

611167

FORT WAYNE (Inca Mfg. Div.)		Yonkers, N. Y.
Elizabeth, N. J.	Hammond, Ind.	Los Angeles, Calif.

SALES OFFICES

Cleveland, Ohio	St. Louis, Mo.	Cambridge, Mass.
Chicago, Ill.	Pittsburgh, Penna.	Los Angeles, Calif.
Detroit, Mich.	Philadelphia, Penna.	Kansas City, Mo.

SHERMAN-WHITE AND COMPANY - Main Office, FORT WAYNE, IND.

PLANTS

FORT WAYNE
Greenville, Ohio
Lafayette, Ind.
Goodland, Ind.

TOKHEIM OIL TANK AND PUMP COMPANY - Main Office, FORT WAYNE, IND.

PLANTS

FORT WAYNE	Indianapolis, Ind.

SALES OFFICES

New York, N. Y.	Skaneteles, N. Y.	Houston, Texas
Boston, Mass.	Louisville, Ky.	Seattle, Wash.
Philadelphia, Pa.	Kansas City, Mo.	Portland, Ore.
Chicago, Ill.	St. Louis, Mo.	San Francisco, Calif.
Cleveland, Ohio	Tulsa, Okla.	Los Angeles, Calif.
Detroit, Mich.	Denver, Colo.	Jacksonville, Fla.
Atlanta, Ga.		

VIRGINIA-CAROLINA CHEMICAL CORPORATION - Main Office, RICHMOND, VA.

SALES OFFICES AND BRANCHES

FORT WAYNE	Cataret, N. J.	Rochester, N. Y.
Albany, Ga.	Atlanta, Ga.	Augusta, Ga.
Baltimore, Md.	Birmingham, Ala.	Charleston, S. C.
Charlotte, N. C.	Cincinnati, Ohio	Dothan, Ala.
Durham, N. C.	St. Louis, Ill.	Greenville, N. C.
Greenville, S. C.	Jackson, Miss.	Jacksonville, Fla.
Little Rock, Ark.	Lynchburg, Va.	Memphis, Tenn.
Mobile, Ala.	Montgomery, Ala.	Mt. Pleasant, Tenn.
New Bern, N. C.	Petersburg, Va.	Norfolk, Va.
Rome, Ga.	Savannah, Ga.	Salem, N. C.
Shreveport, La.	Wadesboro, N. C.	Wilmington, N. C.

WAYNE KNITTING MILLS - Main Office, FORT WAYNE, IND.

PLANTS

FORT WAYNE
Athens, Ga.

SALES OFFICES

New York, N. Y.	Atlanta, Ga.	Minneapolis, Minn.
Seattle, Wash.	Springfield, Mass.	Des Moines, Ia.
San Francisco, Calif.	Chicago, Ill.	

WAYNE PUMP COMPANY - Main Office, FORT WAYNE, INDIANA

PLANTS

FORT WAYNE
Los Angeles

SALES OFFICES

New York, N. Y.	Kansas City, Mo.	Dallas, Texas
Philadelphia, Pa.	Chicago, Ill.	Seattle, Wash.
Atlanta, Ga.	Minneapolis, Minn.	Salt Lake City, Utah
Memphis, Tenn.	Denver, Colo.	San Francisco, Calif.

HOME OFFICE LOCATIONS OF FORT WAYNE INSURANCE AGENCIES

ANCHORAGE, KENTUCKY	Kentucky Central Life & Accident Ins. Co.
BALTIMORE, MARYLAND	Monumental Life Insurance Co. New Amsterdam Casualty Co. United States Fidelity & Guaranty Co.
BOSTON, MASSACHUSETTS	John Hancock Mutual Life Insurance Co. New England Mutual Life Insurance Co.
CHICAGO, ILLINOIS	Lumbermens Mutual Casualty Co. United Insurance Co.
CINCINNATI, OHIO	Union Central Life Insurance Co. Western and Southern Life Insurance Co.
DES MOINES, IOWA	Equitable Life Insurance Co. of Iowa
FORT WAYNE, INDIANA	Farmers Mutual Fire Insurance Assn. Firemen & Mechanics' Insurance Co., Inc. National Life & Accident Insurance Co.
HARTFORD, CONNECTICUT	Aetna Casualty & Affiliated Companies Connecticut Mutual Life Insurance Co. Phoenix Mutual Life Insurance Co. Travelers Insurance Co.
INDIANAPOLIS, INDIANA	American United Life Insurance Co. Empire Life & Accident Insurance Co. Fidelity Mutual Insurance Co. Grain Dealers National Mutual Fire Insurance Co. Indiana Lumbermen's Mutual Insurance Co.
LANSING, MICHIGAN	Wolverine Insurance Co.
LINCOLN, NEBRASKA	Woodmen Accident Company
LOUISVILLE, KENTUCKY	Commonwealth Life Insurance Co.
MARION, INDIANA	American Security Corporation
MILWAUKEE, WISCONSIN	Northwestern Mutual Life Insurance Co.
MONTPELIER, VERMONT	National Life Insurance Co.
NEWARK, NEW JERSEY	Prudential Insurance Co.
NEW YORK, NEW YORK	Equitable of the United States Metropolitan Life Insurance Co. Mutual Life Insurance Co. of New York New York Life Insurance Co. United States Casualty Co.

OMAHA, NEBRASKA	Guarantee Mutual Life Co. Mutual Benefit Health & Accident Assn. United Benefit Life Insurance Co.
PHILADELPHIA, PENNSYLVANIA	Alliance Insurance Co. of Philadelphia Insurance Company of North America Penn Mutual Life Insurance Co. Philadelphia Fire & Marine Insurance Co.
PORTLAND, MAINE	Union Mutual Life Insurance Co.
SOUTH BEND, INDIANA	Conservative Life Division, Central Life Insurance Co. of Illinois Emmco Insurance Companies
SPRINGFIELD, ILLINOIS	Franklin Life Insurance Co.
STEVENS POINT, WISCONSIN	Hardware Mutual Casualty Co.
WAUSAU, WISCONSIN	Employers Mutual Liability and Fire Insurance Co.

BANK CLEARINGS

This schedule reveals the number of checks and drafts and the total dollar amount of such items sent to various points for collection during the week of June 25 to 30, inclusive. Speed of collection has not been too important a factor during the past several years due to larger amounts of excess cash and bank deposits owned by banks, firms and individuals. It seems fair to anticipate that in the immediate post-war years banks will again emphasize speed of collection resulting in a larger number of direct collection letters and sendings. Figures taken from the two national banks and represent about 95% of all out of town clearances.

CITIES	TOTAL ITEMS	TOTAL VALUE
Akron, Ohio	112	$ 5,130.00
Atlanta, Ga.	3	17,899.00
Baltimore, Md.	4	3,926.00
Boston, Mass.	16	42,463.00
Buffalo, N. Y.	41	25,140.00
Canton, Ohio	117	14,602.00
Charlotte, N. C.	7	27,537.00
Chicago, Ill.	11,422	4,726,258.00
Cincinnati, O.	270	76,193.00
Cleveland, O.	2,175	573,059.00
Columbus, O.	127	13,800.00
Danville, Ill.	1	4,016.00
Dayton, O.	132	6,006.00
Detroit, Mich.	877	139,643.00
Grand Rapids, Mich.	72	7,018.00
Hamilton, O.	46	4,308.00
Indianapolis, Ind.	375	63,575.00
Kansas City, Mo.	51	35,210.00
Lima, O.	82	7,866.00
Los Angeles, Calif.	23	180.00
Louisville, Ky.	57	53,749.00
Mansfield, O.	11	797.00
Marion, O.	49	5,070.00
Milwaukee, Wisc.	35	5,080.00
Minneapolis, Minn.	74	6,740.00
New Haven, Conn.	33	3,860.00
New York, N. Y.	2,699	715,627.00
Oklahoma City, Okla.	1	2,550.00
Philadelphia, Penna.	55	23,215.00
Pittsburgh, Penna.	111	4,139.00
Richmond, Ind.	4	3,625.00
St. Paul, Minn.	61	7,150.00
Springfield, Ill.	18	2,530.00
Springfield, O.	68	3,948.00
Toledo, O.	66	6,230.00
Toronto, Ont., Can.	3	22.00
Washington, D. C.	45	3,790.00

HOTEL COUNT

(Alphabetical by States)

January, May and September, 1941

(A-Anthony; I-Indiana; K-Keenan; To-Total of 3 Hotels)

	JANUARY				MAY				SEPTEMBER			
	A	I	K	To	A	I	K	To	A	I	K	To
Alabama	2	0	1	3	1	2	5	8	1	1	2	4
Arizona	0	0	0	0	0	1	6	7	0	0	0	0
Arkansas	0	0	2	2	1	2	0	3	2	3	9	14
California	11	24	41	76	15	29	92	136	6	18	53	77
Colorado	0	2	6	8	1	11	2	14	1	7	4	12
Connecticut	0	19	14	33	3	12	17	32	1	19	35	55
Delaware	1	1	3	5	1	2	8	11	1	4	1	6
District of Columbia	10	16	11	37	11	16	31	58	15	24	28	67
Florida	5	2	4	11	7	1	9	17	1	13	19	33
Georgia	7	3	2	12	7	6	6	19	4	4	3	11
Idaho	0	0	0	0	0	2	1	3	0	0	0	0
Illinois	522	695	738	1955	473	839	906	2218	438	718	901	2057
Indiana	713	575	789	2077	797	902	965	2664	568	634	808	2010
Iowa	3	10	15	28	14	23	15	52	11	23	29	63
Kansas	3	1	3	7	1	5	3	9	3	0	0	3
Kentucky	24	24	24	72	31	24	26	81	24	39	25	88
Louisiana	2	0	1	3	1	5	4	10	0	6	4	10
Maine	0	1	3	4	0	1	0	1	1	0	0	1
Maryland	5	3	13	21	7	8	22	37	9	15	21	45
Massachusetts	9	18	25	52	13	18	22	53	5	26	34	65
Michigan	178	319	376	873	205	371	467	1043	224	361	427	1012
Minnesota	14	9	14	37	12	34	48	94	10	38	39	87
Mississippi	0	0	0	0	6	8	3	17	2	0	6	8
Missouri	53	32	44	129	43	68	81	192	38	47	107	192
Montana	0	2	0	2	3	2	1	6	0	0	0	0
Nebraska	3	4	7	14	5	14	4	23	5	12	2	19
Nevada	0	0	0	0	0	1	0	1	0	0	0	0
New Hampshire	1	0	1	2	0	1	0	1	8	0	0	8
New Jersey	5	22	23	50	12	34	68	114	18	52	47	117
New Mexico	0	0	8	8	1	0	0	1	0	3	0	3
New York	151	195	169	515	157	206	244	607	97	216	238	551
North Carolina	0	4	3	7	2	7	3	12	1	1	3	5
North Dakota	0	2	4	6	1	1	0	2	0	0	2	2
Ohio	288	373	428	1089	268	541	666	1472	297	525	605	1427
Oklahoma	0	3	5	8	0	7	3	10	1	6	13	20
Oregon	1	0	2	3	0	6	8	14	1	1	4	6
Pennsylvania	33	65	63	161	55	114	175	344	46	149	184	379

HOTEL COUNT - continued

	JANUARY				MAY				SEPTEMBER			
	A	I	K	To	A	I	K	To	A	I	K	To
Rhode Island	1	2	5	8	2	1	1	4	0	3	8	11
South Carolina	0	1	2	3	1	0	1	2	0	2	2	4
South Dakota	3	2	0	5	0	0	2	2	2	3	2	7
Tennessee	2	4	6	12	2	12	12	26	7	6	7	20
Texas	11	4	16	31	8	14	19	41	14	7	23	44
Utah	1	0	0	1	2	0	0	2	0	1	0	1
Vermont	0	0	1	1	0	0	1	1	0	1	1	2
Virginia	11	4	3	18	5	11	12	28	2	15	7	24
Washington	1	1	9	11	0	13	8	21	3	5	10	18
West Virginia	4	9	5	18	4	3	13	20	4	12	22	38
Wisconsin	40	48	50	138	53	85	111	249	40	60	89	189
Wyoming	0	2	2	4	0	0	0	0	0	0	0	0
TOTALS				7560				9785				8815

HOTEL COUNT
(Alphabetical by Cities)

January, May and September, 1941

(A-Anthony; I-Indiana; K-Keenan; To-Total of 3 Hotels)

	JANUARY				MAY				SEPTEMBER			
	A	I	K	To	A	I	K	To	A	I	K	To
Aberdeen, S. D.												
Abilene, Tex.												
Akron, O.	3	5	13	21	9	12	19	40	3	16	20	39
Albany, Ga.												
Albany, N. Y.	0	0	0	0	5	0	1	6	1	1	1	3
Albuquerque, N. M.												
Alexandria, La.												
Allentown, Pa.	1	0	0	1	0	0	0	0	1	0	0	1
Altoona, Pa.*	0	0	1	1	0	4	0	4	0	0	0	0
Amarillo, Tex.												
Anderson, Ind.	0	1	5	6	16	8	13	36	7	12	16	35
Ann Arbor, Mich.	2	5	3	10	1	5	9	15	0	0	7	7
Asheville, N. C.												
Ashland, Ky.*												
Ashtabula, O.*	0	1	0	1	0	0	0	0	0	0	0	0
Atlanta, Ga.	2	1	1	4	3	1	1	5	1	0	1	2
Atlantic City, N. J.	0	0	0	0	0	0	1	1	0	0	0	0
Auburn, Me.												
Augusta, Ga.												
Augusta, Me.												
Aurora, Ill.	1	3	0	4	2	1	7	10	6	3	7	16
Austin, Tex.	0	1	0	1	0	1	0	1	0	7	0	7
Bakersfield, Calif.												
Baltimore, Md.	2	7	7	16	5	6	7	18	3	1	7	11
Bangor, Me.												
Barre, Vt.												
Bartlesville, Okla.												
Baton Rouge, La.												
Battle Creek, Mich.	9	3	13	25	2	3	5	10	0	2	9	11
Bay City, Mich.	0	1	0	1	0	0	3	3	3	3	3	9
Beaumont, Tex.												
Bellingham, Wash.	1	0	0	1	0	0	0	0	0	0	0	0
Bethlehem, Pa.*	1	0	2	3	0	0	3	3	0	0	5	5
Big Spring, Tex.												
Billings, Mont.												
Binghamton, N. Y.	0	2	0	2	0	0	0	0	0	0	2	2
Birmingham, Ala.	0	0	1	1	0	0	1	1	1	0	0	1
Bismarck, N. C.												
Bloomington, Ill.	2	0	1	3	1	1	0	2	0	0	0	0
Bloomington, Ind.*	4	1	2	7	4	5	5	14	1	1	2	4

HOTEL COUNT - continued

	JANUARY				MAY				SEPTEMBER			
	A	I	K	To	A	I	K	To	A	I	K	To
Boise, Idaho												
Boston, Mass.	1	1	5	7	5	8	6	19	1	1	10	12
Boulder City, Nev.												
Bradentown, Fla.												
Bradford, Pa.*	0	0	0	0	0	0	1	1	0	0	0	0
Bridgeport, Conn.	1	1	2	5	1	1	3	5	0	1	4	5
Bristol, Va./Tenn.												
Brownsville, Tex.												
Brunswich, Ga.												
Buffalo, N. Y.	0	3	6	9	11	1	7	19	5	2	8	15
Burlington, Ia.												
Burlington, Vt.												
Butte, Mont.	0	0	0	0	1	0	0	1	0	0	0	0
Canton, O.*	3	3	7	13	2	3	6	11	3	8	7	18
Caribou, Me.												
Carlsbad, N. M.	0	0	3	3	0	0	0	0	0	0	0	0
Casper, Wyo.												
Centralia, Ill.*	0	0	1	1	0	0	0	0	0	0	0	0
Champaign-Urbana, Ill.*	0	0	1	1	0	0	0	0	1	0	0	1
Charleston, S. C.	0	0	0	0	0	0	0	0	0	0	2	2
Charleston, W. Va.	0	0	0	0	2	0	2	4	1	1	1	3
Charlotte, N. C.	0	0	0	0	1	0	1	2	0	1	0	1
Chattanooga, Tenn.	0	1	1	2	0	0	0	0	0	0	0	0
Cheboygan, Mich.	1	0	0	1	0	0	0	0	0	0	0	0
Cheyenne, Wyo.												
Chicago, Ill.	296	345	550	1191	367	330	541	1238	293	300	580	1173
Cincinnati, O.	32	33	75	140	31	34	62	127	31	27	86	144
Clarksburg, W. Va.	0	0	0	0	0	0	0	0	1	0	0	1
Cleveland, O.	49	44	73	166	64	41	144	249	54	46	77	177
Colorado Springs, Colo.												
Columbia, Mo.	0	0	0	0	0	0	0	0	1	0	0	1
Columbia, S. C.												
Columbus, Ga.	3	0	0	3	0	2	0	2	0	0	0	0
Columbus, O.	28	35	37	100	26	17	48	91	27	26	38	91
Concord, N. H.												
Corpus Christi, Tex.	0	0	0	0	0	0	0	0	0	1	0	1
Cumberland, Md.*	0	0	0	0	0	0	2	2	1	0	0	1
Cut Bank, Mont.												
Dallas, Tex.	4	8	5	17	1	6	2	9	3	6	5	14
Danville, Ill.*	5	3	4	12	8	2	2	12	7	3	1	11
Davenport, Ia.*	2	2	0	4	1	1	4	6	0	0	5	5
Dayton, O.	15	23	26	64	14	24	50	88	20	23	25	68
Daytona Beach, Fla.												
Decatur, Ill.*	9	5	3	17	6	4	6	16	4	2	5	11
Del Monte, Calif.												
Denver, Colo.	0	3	2	5	0	0	1	1	1	0	1	2

HOTEL COUNT - continued

	JANUARY				MAY				SEPTEMBER			
	A	I	K	To	A	I	K	To	A	I	K	To
Des Moines, Ia.	0	0	4	4	1	0	0	1	1	1	2	4
Detroit, Mich.	55	59	176	290	110	105	217	432	104	106	80	290
Dodge City, Kans.												
Dothan, Ala.												
Douglas, Ariz.												
Dubuque, Ia.*												
Duluth, Minn.	0	0	0	0	0	2	2	4	0	0	0	0
Dunbar, W. Va.	0	0	0	0	1	0	0	1	0	0	0	0
E. St. Louis, Ill.*												
Eau Claire, Wis.												
El Centro, Calif.												
Elizabeth City, N. C.												
Elkhart, Ind.*	16	11	7	34	20	9	9	38	11	7	7	25
Elkins, W. Va.												
Elko, Nev.												
Elmira, N. Y.*	0	0	0	0	1	0	2	3	0	0	0	0
El Paso, Tex.												
Elyria, O.*	1	0	1	2	0	1	1	2	0	1	1	2
Endicott, N. Y.*												
Erie, Pa.	2	0	2	4	4	2	2	8	1	2	2	5
Eugene, Ore.												
Evansville, Ind.	5	3	8	16	6	0	8	14	7	4	5	16
Fall River, Mass.												
Fargo, N. D.	0	0	0	0	1	0	0	1	0	1	0	1
Findlay, O.*	3	3	1	7	2	2	2	6	1	2	4	7
Flint, Mich.	5	5	8	18	2	5	5	12	3	1	6	10
Florence, Ala.												
Fort Myers, Fla.												
Fort Smith, Ark.	0	0	0	0	1	0	0	1	0	0	0	0
Fort Wayne, Ind.	63	10	48	121	42	25	16	83	26	58	23	107
Fort Worth, Tex.	0	0	1	1	1	0	2	3	4	3	1	8
Frankfort, Ky.	0	1	3	4	0	0	9	9	0	0	2	2
French Lick, Ind.*	0	0	0	0	0	0	0	0	0	0	1	1
Fresno, Calif.												
Galveston, Tex.	0	0	0	0	0	0	0	0	1	0	2	3
Garden City, Kans.	0	0	0	0	4	0	0	4	0	0	0	0
Gary, Ind.*	6	1	1	8	14	3	26	43	2	1	3	6
Glens Falls, N. Y.												
Gooding, Idaho*												
Grand Canyon, Ariz.												
Grand Forks, N. D.	1	0	0	1	0	0	0	0	0	0	0	0
Grand Island, Nebr.												
Grand Junction, Colo.	0	0	0	0	0	0	0	0	11	0	0	11

HOTEL COUNT - continued

	JANUARY				MAY				SEPTEMBER			
	A	I	K	To	A	I	K	To	A	I	K	To
Grand Rapids, Mich.	13	16	17	46	20	20	19	59	0	17	23	40
Great Falls, Mont.	0	0	0	0	0	1	0	1	0	0	0	0
Green Bay, Wisc.	1	0	0	1	0	0	1	1	2	1	0	3
Greensboro, N. C.	0	0	0	0	0	0	0	0	0	1	0	1
Greenville, S. C.	0	0	0	0	2	0	1	3	1	1	0	2
Greenwood, Miss.												
Gulfport, Miss.												
Hagerstown, Md.*	0	2	0	2	2	0	1	3	2	1	0	3
Hamilton, O.*	0	0	3	3	0	2	0	2	3	1	1	5
Hannibal, Mo.*	1	0	0	1	0	0	0	0	0	0	0	0
Harrisburg, Pa.	0	0	0	0	1	0	0	1	0	0	0	0
Hartford, Conn.	0	8	2	10	0	2	2	4	0	4	7	11
Hazleton, Pa.*												
Helena, Mont.												
Hickory, N. C.												
Hobbs, N. M.												
Hot Springs, S. D.												
Houlton, Me.												
Houston, Tex.	0	0	2	2	0	1	2	3	2	2	2	6
Huntington, W. Va.	0	1	2	3	0	0	0	0	0	0	0	0
Huntsville, Ala.												
Huron, S. D.												
Hutchinson, Kans.												
Hyannis, Mass.												
Idaho Falls, Idaho												
Indianapolis, Ind.	239	224	288	751	295	193	369	857	240	204	340	784
Iowa City, Ia.	0	1	0	1	3	0	0	3	0	0	0	0
Ironton, Ohio												
Jackson, Mich.	2	7	13	22	2	4	4	10	12	6	6	24
Jackson, Miss.	0	0	0	0	3	0	0	3	0	0	0	0
Jacksonville, Fla.	0	0	2	2	0	2	2	4	1	0	0	1
Jamestown, N. Y.*	0	0	0	0	0	0	3	3	0	0	0	0
Jamestown, N. D.												
Jefferson City, Mo.*	0	0	0	0	1	0	0	1	1	0	0	1
Johnson City, N. Y.*												
Johnstown, Pa.*	0	0	0	0	0	0	1	1	0	0	0	0
Joliet, Ill.*	1	0	2	3	1	0	2	3	1	0	2	3
Joplin, Mo.												
Kalamazoo, Mich.	0	10	11	21	7	9	15	31	6	9	12	27
Kansas City, Mo.	5	11	7	23	6	4	12	22	4	8	12	24

HOTEL COUNT - continued

	JANUARY				MAY				SEPTEMBER			
	A	I	K	To	A	I	K	To	A	I	K	To
Key West, Fla.												
Kingman, Ariz.												
Kirksville, Mo.*	0	0	0	0	0	0	0	0	0	0	1	1
Klamath Falls, Ore.*												
Knoxville, Tenn.	0	0	0	0	1	1	0	2	0	0	0	0
Kokomo, Ind.	8	12	15	35	10	4	14	28	5	12	6	23
Lafayette, Ind.*	9	3	9	21	13	10	11	34	13	4	11	28
LaJunta, Colo.												
Lake Charles, La.												
Lakeland, Fla.												
Lancaster, Pa.	0	0	3	3	1	0	1	2	0	0	6	6
Lansing, Mich.	6	7	9	22	11	0	9	20	10	9	10	29
Laredo, Tex.												
LaSalle, Ill.*												
Las Vegas, Nev.												
Las Vegas, N. M.												
Lawrence, Mass.												
Lawrenceville, Ill.*	0	0	0	0	0	0	0	0	1	0	0	1
Lethbridge, Alberta, Can.												
Lewiston, Me.												
Lewistown, Mont.												
Lexington, Ky.	1	1	5	7	1	0	0	1	1	0	1	2
Lima, O.*	3	6	2	11	7	10	8	25	6	12	15	33
Lincoln, Nebr.	0	0	1	1	0	0	0	0	0	0	0	0
Little Rock, Ark.	1	2	0	3	0	0	0	0	3	0	0	3
Long Beach, Calif.	0	3	0	3	0	9	1	10	0	4	0	4
Lorain, O.*												
Los Angeles, Calif.	3	2	4	9	6	2	22	30	3	2	3	8
Louisville, Ky.	7	22	5	34	19	18	10	47	19	20	14	57
Lubbock, Tex.												
Lynchburg, Va.												
Macon, Ga.												
Madison, Wisc.	1	5	2	8	4	0	5	9	3	4	3	10
Manchester, N. H.												
Mandan, N. D.												
Mansfield, O.*	1	4	3	8	2	1	18	21	2	1	10	13
Marianna, Fla.	0	0	0	0	0	0	0	0	1	0	0	1
Marietta, O.*	0	0	0	0	0	2	1	3	1	1	0	2
Marion, Ind.	9	10	3	22	16	10	2	28	6	14	6	26
Marion, O.	1	13	6	20	3	0	11	14	1	3	0	4
Martinsburg, W. Va.												
Mason City, Ia.	0	0	0	0	0	0	1	1	0	0	0	0
Massena, N. Y.*												
Massillon, O.*	0	0	0	0	0	0	0	0	1	0	0	1
Medford, Ore.	0	0	0	0	0	0	0	0	0	1	0	1
Memphis, Tenn.	0	6	5	11	0	8	3	11	3	7	4	14

HOTEL COUNT - continued

	JANUARY				MAY				SEPTEMBER			
	A	I	K	To	A	I	K	To	A	I	K	To
Merced, Calif.												
Meridian, Miss.												
Mexico City, Mex.	0	0	0	0	0	0	1	1	0	0	0	0
Miami, Fla.	1	1	2	4	5	2	3	10	6	1	4	11
Middletown, O.*	1	2	1	4	5	1	0	6	0	0	0	0
Midland, Tex.												
Miles City, Mont.												
Millinocket, Me.												
Milwaukee, Wisc.	21	15	23	59	23	14	38	75	23	9	24	59
Minneapolis, Minn.	10	8	12	30	6	6	21	33	3	4	16	23
Minot, N. D.												
Missoula, Mont.												
Moberly, Mo.*												
Mobile, Ala.												
Modesto, Calif.												
Moline, Ill.	1	3	0	4	1	4	0	5	0	0	0	0
Moncton, New Brunswick, Can.	0	0	0	0	1	0	0	1	0	0	0	0
Monroe, La.	0	0	1	1	0	0	0	0	0	0	0	0
Monterey, Calif.												
Monterrey, Mex.												
Montgomery, Ala.												
Montpelier, Vt.	0	0	0	0	0	0	0	0	1	3	0	4
Montreal, Que., Can.	0	0	0	0	0	0	2	2	0	0	0	0
Morgantown, W. Va.												
Muncie, Ind.	3	11	14	28	13	15	11	39	7	14	22	43
Muskegon, Mich.	0	1	0	1	1	9	6	16	2	2	4	8
Muskogee, Okla.												
Nantucket, Mass.												
Nashville, Tenn.	1	1	0	2	0	2	1	3	2	2	0	4
Newark, N. J.	2	1	3	6	3	1	6	10	5	0	2	7
Newark, O.*	1	1	0	2	0	4	0	4	4	1	3	8
New Bedford, Mass.												
New Castle, Ind.	6	1	2	9	5	0	1	6	3	0	2	5
New Haven, Conn.												
New Orleans, La.	0	2	0	2	1	0	0	1	0	0	5	5
New York, N. Y.	73	61	108	242	112	35	126	273	56	64	115	235
Niagara Falls, N. Y.												
Norfolk, Va.	0	1	0	1	1	0	0	1	0	0	0	0
North Platte, Nebr.												
Nuevo Laredo, Mex.												
Oak Bluffs, Mass.												
Oakland, Calif.	0	1	0	1	0	0	0	0	0	0	0	0
Ogden, Utah												
Oklahoma City, Okla.	1	1	1	3	0	0	0	0	0	4	2	6
Omaha, Nebr.	0	1	5	6	3	0	1	4	4	2	1	7
Orlando, Fla.	0	0	0	0	1	0	0	1	0	0	1	1

	JANUARY				MAY				SEPTEMBER			
	A	I	K	To	A	I	K	To	A	I	K	To
Ottawa, Ont., Can.*												
Ottumwa, Ia.												
Paducah, Ky.												
Palm Springs, Calif.	0	0	0	0	0	4	0	4	0	0	0	0
Parkersburg, W. Va.												
Pendleton, Ore.												
Pensacola, Fla.												
Peoria, Ill.	1	2	2	5	5	7	13	25	0	0	5	5
Peru, Ill.*	0	2	0	2	1	4	0	5	0	11	0	11
Peru, Ind.*	4	3	2	9	16	12	2	30	5	2	4	11
Philadelphia, Pa.	13	8	11	32	11	20	65	96	6	13	40	59
Phoenix, Ariz.												
Pierre, S. D.												
Pine Bluff, Ark.												
Pittsburgh, Pa.	10	17	24	51	14	13	29	56	15	14	35	64
Pocatello, Idaho												
Ponca City, Okla.												
Portland, Me.	0	0	3	3	0	0	0	0	1	0	0	1
Portland, Ore.	0	1	1	2	0	3	1	4	2	0	1	3
Portsmouth, O.*	3	0	6	9	1	0	2	3	0	4	2	6
Prescott, Ariz.												
Presque Isle, Me.												
Providence, R. I.	0	0	1	1	0	0	0	0	0	0	1	1
Provincetown, Mass.												
Pueblo, Colo.												
Quincy, Ill.	0	0	0	0	0	2	0	2	2	0	0	2
Raleigh, N. C.	0	0	0	0	0	0	1	1	0	0	0	0
Rapid City, S. D.	0	0	0	0	0	0	0	0	4	0	0	4
Reading, Pa.	0	1	3	4	1	1	3	5	0	0	1	1
Red Bluff, Calif.												
Reno, Nev.	1	0	0	1	0	0	0	0	0	0	0	0
Richmond, Ind.*	1	2	7	10	10	2	7	19	10	6	4	20
Richmond, Va.	0	0	0	0	0	1	0	1	1	0	0	1
Roanoke, Va.	0	0	0	0	0	0	0	0	0	2	0	2
Rochester, Minn.												
Rochester, N. Y.	0	6	3	9	3	6	13	22	1	5	7	13
Rockford, Ill.*	0	5	3	8	1	3	2	6	2	4	6	12
Rock Island, Ill.*	0	0	1	1	0	0	0	0	1	0	0	1
Rock Springs, Wyo.												
Rocky Mount, N. C.												
Roswell, N. M.												

HOTEL COUNT - continued

	JANUARY				MAY				SEPTEMBER			
	A	I	K	To	A	I	K	To	A	I	K	To
Sacramento, Calif.												
Saginaw, Mich.	1	0	0	1	0	1	0	1	0	0	0	0
St. Joseph, Mo.	1	0	0	1	2	0	2	4	5	0	0	5
St. Louis, Mo.	23	13	25	61	32	17	36	85	29	26	48	103
St. Paul, Minn.	3	7	0	10	1	1	7	9	1	5	9	15
St. Petersburg, Fla.	0	0	0	0	0	0	0	0	0	3	0	3
Salem, Ore.												
Salina, Kans.	1	0	0	1	0	0	0	0	1	0	0	1
Salinas, Calif.*	0	0	0	0	0	0	2	2	0	0	0	0
Salt Lake City, Utah	0	0	0	0	0	1	0	1	0	0	0	0
San Angelo, Tex.	0	0	0	0	0	1	0	1	0	0	0	0
San Antonio, Tex.	0	1	3	4	0	1	0	1	2	0	0	2
San Bernardino, Calif.												
San Diego, Calif.	0	1	0	1	0	4	3	7	1	0	0	1
Sandusky, O.*	2	1	3	6	0	0	0	0	0	1	0	1
San Francisco, Calif.	0	3	10	13	2	3	3	8	1	1	6	8
Santa Barbara, Calif.												
Santa Fe, N. M.												
Sarasota, Fla.												
Sault Ste. Marie, Mich.												
Savannah, Ga.												
Scranton, Pa.												
Scottsbluff, Neb.												
Seattle, Wash.	2	3	3	8	0	2	5	7	1	0	2	3
Sedalia, Mo.*												
Sheffield, Ala.												
Shelby, Mont.												
Sheridan, Wyo.												
Shreveport, La.												
Sioux City, Ia.	0	0	0	0	0	0	0	0	0	1	0	1
Sioux Falls, S. D.												
South Bend, Ind.	58	36	87	181	75	41	98	214	57	34	86	157
Spartanburg, S. C.												
Spearfish, S. C.												
Spokane, Wash.	0	0	1	1	0	0	0	0	0	1	0	1
Springfield, Ill.	0	1	0	1	7	0	7	14	1	0	0	1
Springfield, Mass.	1	0	2	3	0	0	0	0	0	0	0	0
Springfield, Mo.	0	0	1	1	0	0	0	0	0	1	0	1
Springfield, O.*	2	8	6	16	2	2	6	10	5	9	9	23
Steubenville, O.*												
Stockton, Calif.												
Superior, Wis.												
Syracuse, N. Y.	0	5	2	7	1	5	4	10	0	8	6	14
Tacoma, Wash.												
Tallahassee, Fla.												
Tampa, Fla.	0	0	0	0	0	0	0	0	1	0	0	1
Terre Haute, Ind.	7	13	9	29	7	3	46	55	5	4	4	13
Texarkana, Ark.												
Toledo, O.	55	35	80	170	35	30	45	110	49	52	44	145

HOTEL COUNT - continued

	JANUARY				MAY				SEPTEMBER			
	A	I	K	To	A	I	K	To	A	I	K	To
Topeka, Kans.												
Toronto, Ont., Can.	0	0	1	1	0	1	0	1	0	0	5	5
Traverse City, Mich.	0	0	0	0	0	0	0	0	2	0	0	2
Trenton, N. J.*	0	0	0	0	0	0	0	0	1	1	0	2
Trinidad, Colo.												
Tucson, Ariz.												
Tuscumbia, Ala.												
Tulsa, Okla.	0	0	0	0	0	0	6	6	1	0	0	1
Tyler, Tex.												
Utica, N. Y.	1	0	0	1	0	0	0	0	0	0	1	1
Vancouver, B. C., Can.												
Vero Beach, Fla.												
Vincennes, Ind.*												
Visalia, Calif.												
Waco, Tex.												
Walla Walla, Wash.												
Washington, D. C.	10	13	10	33	11	19	22	52	16	15	24	55
Waterbury, Conn.												
Waterloo, Ia.*	1	0	3	4	0	0	0	0	0	0	0	0
Watertown, S. D.												
Waterville, Me.												
Wausau, Wisc.	1	0	0	1	0	1	0	1	0	0	0	0
Wenatchee, Wash.												
West Palm Beach, Fla.												
West Yellowstone, Mont.												
Wheeling, W. Va.												
White River Junction, Vt.												
Wichita, Kans.												
Wichita Falls, Tex.												
Wilkes-Barre, Pa.												
Williamsport, Pa.												
Wilmington, Dela.*	0	12	1	13	0	1	0	1	1	1	0	2
Wilmington, N. C.												
Windsor, Ont., Can.												
Winnipeg, Man., Can.	0	0	0	0	0	0	0	0	1	0	0	1
Winslow, Ariz.												
Winston-Salem, N. C.												
Worcester, Mass.	0	0	0	0	0	0	1	1	0	0	0	0

HOTEL COUNT - continued

	JANUARY				MAY				SEPTEMBER			
	A	I	K	To	A	I	K	To	A	I	K	To
Yakima, Wash.												
York, Pa.*												
Youngstown, O.	1	2	3	6	4	5	4	13	0	2	1	3
Zanesville, O.*	1	1	1	3	0	0	1	1	2	2	4	8
TOTALS				4619				5423				4832

*indicates those cities which are NOT certificated points but for which future air service has been proposed. Certificated points are as of 2/15/45.

OUTGOING MAIL - Air and First Class
(by pieces)

May 15 to May 19, 1944, Inc.

CITIES	Air	TOTAL 1st Class
ARIZONA		
Grand Canyon	2	7
Phoenix	36	224
Winslow	3	4
CALIFORNIA		
Fresno	18	41
Los Angeles	334	1,467
Oakland	83	194
San Francisco	219	791
COLORADO		
Denver	58	591
DISTRICT OF COLUMBIA		
Washington	145	2,331
FLORIDA		
Jacksonville	30	164
Miami	123	308
West Palm Beach	6	18
GEORGIA		
Atlanta	31	346
Savannah	5	82
ILLINOIS		
Chicago	75	19,774
INDIANA		
Gary	0	1,099
Indianapolis	10	8,144
Terre Haute		573
South Bend		3,568
IOWA		
Des Moines	13	464
KANSAS		
Wichita	14	235
MASSACHUSETTS		
Boston	54	755
MICHIGAN		
Detroit	7	4,994

CITIES	Air	TOTAL 1st Class
MISSOURI		
Columbia	4	61
Kansas City	56	1,076
St. Louis	27	1,757
NEBRASKA		
Omaha	20	453
NEVADA		
Boulder City	0	9
Las Vegas	6	21
NEW JERSEY		
Newark	41	661
NEW MEXICO		
Albuquerque	20	105
NEW YORK		
New York City	413	7,651
NORTH CAROLINA		
Charlotte	10	197
Greensboro	5	72
Winston-Salem	9	89
OHIO		
Akron	0	764
Canton	0	557
Cincinnati	0	2,510
Cleveland	4	3,858
Columbus	1	1,690
Dayton	2	1,459
Lima	0	1,093
Mansfield	0	298
Marion	0	167
Massilon	0	112
Stuebenville	0	72
Toledo	0	2,132
Youngstown	0	331
OREGON		
Portland	44	280

OUTGOING MAIL - continued

CITIES	Air	TOTAL 1st Class
PENNSYLVANIA		
Allentown	6	89
Harrisburg	6	93
Lancaster	3	79
Philadelphia	55	1,782
Pittsburgh	19	1,041
Reading	2	95
Williamsport	0	68
SOUTH CAROLINA		
Charleston	9	44
Columbia	3	60

CITIES	Air	TOTAL 1st Class
TEXAS		
Amarillo	16	157
UTAH		
Salt Lake City	34	243
WEST VIRGINIA		
Charleston	2	196
Morgantown	1	26
Wheeling	0	77
WYOMING		
Cheyenne	3	49

(These figures do not include any personal mail to members of the Armed Forces.)

OUTGOING TELEGRAMS

Period of
June 26 to June 29, 1945

CITIES	TOTAL
ALABAMA	
Birmingham	20
Brookley Field	2
Fort McClellan	3
Fort Payne	2
Montgomery	2
Salem	2
ARIZONA	
Tucson	4
ARKANSAS	
Brinkley	2
Camp Joseph T. Robinson	4
Camden	2
Fort Smith	2
Little Rock	16
Stuttgart	2
CALIFORNIA	
Anaheim	2
Arcadia	2
Beaumont	1
Berkley	2
Beverly Hills	2
Burbank	2
Burlingame	2
Coronado	4
Hollywood	6
Huntington Park	2
Inyokern	2
Los Angeles	80
Modesto	2
North Hollywood	2
Oakland	10
Oceanside	4
Pacific Grove	3
Palo Alto	2
Pasadena	2
San Bruno	2
San Diego	10
San Francisco	26
San Gabriel	2
San Jose	4
San Mateo	2
San Pedro	2
Stanford University	2

CITIES	TOTAL
CALIFORNIA (cont'd.)	
Stockton	4
Vallejo	3
Van Nuys	2
Wilmington	2
Yucaita Valley	2
COLORADO	
Camp Carson	2
Colorado Springs	2
Denver	26
LaJunta	2
Littleton	4
Pueblo	6
CONNECTICUT	
Ansonia	2
Berlin	2
Bridgeport	6
Bristol	6
Chester	4
Hartford	16
Manchester	2
New Britain	14
New Haven	4
Plainville	4
Southington	2
Stamford	8
Waterbury	2
West Haven	3
DISTRICT OF COLUMBIA	
Washington	106
DELAWARE	
Wilmington	2
FLORIDA	
Banana River	4
Belleglade	2
Boca Raton	2
Bradenton	2
Camp Blanding	2
Coral Gables	2
Fort Lauderdale	4
Fort Meyers	4

CITIES	TOTAL
FLORIDA (cont'd.)	
Fort Pierce	2
Hollywood	6
Jacksonville	6
Key West	2
Kissimmee	2
Miami	10
Miami Beach	2
Orlando	4
Panama City	2
St. Petersburg	2
Tampa	6
Venice	2
West Palm Beach	4
GEORGIA	
Albany	4
Atlanta	16
Camp Gordon	2
Columbus	2
Danville	4
Gainesville	2
Marietta	2
Savannah	2
IDAHO	
Boise	2
ILLINOIS	
Aurora	6
Belleville	2
Bloomington	4
Blue Island	2
Camp Ellis	4
Chanute Field	2
Chicago	694
Cicero	2
Danville	8
Decatur	2
East St. Louis	8
Elgin	2
Evanston	6
Freeport	2
Fulton	2
Galesburg	2
Geneva	3
Great Lakes	6
Harvey	2
Joliet	4
Kewanee	2
Lawrenceville	8
Madison	2

CITIES	TOTAL
ILLINOIS (cont'd.)	
Mattoon	2
Mount Vernon	2
Oak Park	10
Park Ridge	2
Paxton	2
Pekin	2
Pinckneyville	1
Peoria	10
Quincy	2
Rockford	10
Rock Island	10
Seneca	2
Springfield	12
Streator	2
Sycamore	2
Towanda	2
Verdin	2
West Chicago	2
Winnetka	3
Zion	2
INDIANA	
Anderson	22
Angola	2
Attica	2
Auburn	2
Baer Field	6
Bicknell	2
Bloomington	10
Charlestown	2
Columbus	4
Crane	2
Crawfordsville	2
Decatur	2
East Chicago	4
Edinburg	2
Edwardsport	2
Elkhart	10
Elwood	2
Evansville	12
Fort Wayne	6
Frankfort	4
Gary	6
Goshen	8
Greencastle	2
Hammond	2
Huntington	8
Indianapolis	158
Jeffersonville	4
Knox	2
Kokomo	10

CITIES	TOTAL
INDIANA (cont'd.)	
Lafayette	10
LaPorte	6
Logansport	6
Marion	12
Martinsville	2
Michigan City	2
Mishawaka	4
Montezuma	2
Monticello	4
Muncie	10
New Castle	2
Noblesville	2
North Manchester	3
Notre Dame	2
Perrysville	2
Peru	2
Plymouth	4
Portland	2
Richmond	8
Rochester	2
Salem	4
Seymour	6
South Bend	46
Spencerville	2
Terre Haute	6
Tipton	2
Valparaiso	2
Vincennes	2
Wabash	3
Winchester	2
Windfall	2
West Lafayette	4
IOWA	
Blakesburg	2
Burlington	2
Cedar Falls	4
Clarinda	2
Council Bluffs	2
Davenport	14
Des Moines	10
Dubuque	8
Grinnell	2
Independence	2
Keokuk	3
Mason City	2
Newton	4
Ottumwa	2
Sioux City	5
Waverly	2
West Des Moines	2
West Liberty	2

CITIES	TOTAL
KANSAS	
Argentine	2
Coffeyville	2
Dodge City	2
Great Bend	2
Kansas City	5
Osage City	2
Salina	6
Topeka	8
Wichita	16
KENTUCKY	
Anchorage	6
Florence	2
Fort Know	2
Godman Field	2
Hopkinsville	2
Lexington	3
Lothair	2
Louisville	34
Owensboro	4
Paintsville	2
Somerset	2
LOUISIANA	
Alexandria	2
Deridder	2
Harrisburg	2
New Orleans	20
Oak Grove	2
Oakridge Park	2
Plaquemine	2
Shreveport	6
Urania	2
Vinton	2
MAINE	
Portland	4
MARYLAND	
Bainbridge	2
Baltimore	64
Camp Ritchie	2
Chevy Chase	2
Fort George G. Meade	6
Frederick	2
Patuxent River	2
Silver Spring	8
Towson	2

CITIES	TOTAL
MASSACHUSETTS	
Ashland	4
Athol	2
Boston	54
Cambridge	12
Chelsea	2
Chestnut Hill	2
Chicopee Falls	2
Fall River	4
Lowell	4
Lynn	2
Milton	2
Newton	2
North Adams	4
North Quincy	2
Pittsfield	10
Salem	2
Springfield	32
Sommerville	2
South Boston	2
Walpole	2
Watertown	2
Westfield	2
West Springfield	2
West Lynn	2
Worcester	26
MICHIGAN	
Adrian	8
Ann Arbor	14
Battle Creek	8
Bay City	4
Benton Harbor	2
Berrien Center	2
Big Rapids	2
Birmingham	2
Coldwater	2
Corunna	4
Detroit	128
Dollarbay	2
Elwell	1
Fenton	2
Flint	10
Grand Haven	2
Grand Rapids	22
Jackson	12
Hartford	2
Holland	4
Kalamazoo	20
Lansing	14
Lincoln Park	2
Mancelona	2

CITIES	TOTAL
MASSACHUSETTS (cont'd.)	
Marysville	4
Muskegon	22
Niles	8
Owosso	6
Pontiac	4
Port Huron	2
Quincy	2
Romulus	2
Saginaw	10
St. Joseph	6
Sturgis	3
Wayne	2
West Branch	2
Ypsilanti	2
Zeeland	1
MINNESOTA	
Braham	2
Duluth	2
Mankato	2
Minneapolis	54
Moorhead	2
Rochester	4
St. Paul	12
Waterville	2
MISSISSIPPI	
Biloxi	2
Camp Shelby	2
Columbua	2
Hattiesburg	2
Jackson	10
Meridian	4
Purvis	2
MISSOURI	
Camp Crowder	2
Camp Girardeau	3
Columbia	2
Frederickstown	2
Independence	2
Kansas City	80
Malden	1
Monroe City	2
St. Joseph	2
St. Louis	106
Springfield	2
Warrensburg	4

CITIES	TOTAL
MONTANA	
Billings	6
Great Falls	2
Helena	2
NEBRASKA	
Fort Crook	4
Fremont	2
Gering	2
Lincoln	6
Omaha	16
NEW JERSEY	
Bloomfield	8
Boundbrook	2
Bradley Beach	4
Caldwell	8
Camden	6
Cranford	2
Dover	2
East Orange	4
Elizabeth	6
Englewood	2
Essex Falls	4
Finderne	2
Garwood	2
Jersey City	4
Irvington	2
Kearny	2
Keyport	2
Leonia	1
Little Falls	2
Morristown	2
Mount Holly	2
Newark	36
New Lisbon	2
North Bergen	2
Ocean City	2
Passaic	5
Paterson	2
Red Bank	2
Riverside	2
Somerville	6
South Orange	2
South Plainfield	2
Summitt	2
Teaneck	2
Union City	3
Westfield	2

CITIES	TOTAL
NEW YORK	
Albany	12
Bath	2
Beacon	2
Bethpage	6
Binghamton	2
Bronx	2
Brooklyn	26
Buffalo	22
Corona	2
Dolgeville	2
Elmira	12
Geneva	6
Glensfalls	2
Herkimer	2
Jamaica	6
Jamestown	2
Little Falls	4
Lockport	2
Long Island City	4
Marathon	2
Mechanicsville	4
Melrose	2
Mount Vernon	2
Newdorp	2
New York City	258
North Tonawanda	4
Pawling	2
Port Washington	2
Rennselaer	2
Rochester	20
Schenectady	6
Southold	2
Syracuse	4
Tonawanda	4
Utica	2
Waterloo	2
Watertown	4
West Hampton Beach	2
NORTH CAROLINA	
Camp Butner	3
Charlotte	13
Greensboro	5
High Point	3
Kinston	2
Lowell	3
Raleigh	6
Stakesdale	1
Wagrum	3
Winston-Salem	2

CITIES	TOTAL
NORTH DAKOTA	
Bisbee	2
Bismarck	3
Fargo	2
NEW HAMPSHIRE	
Concord	4
Dover	3
Keene	1
NEW MEXICO	
Albuquerque	2
Clovis	3
Demming	1
Fort Sumner	3
Hobbs	4
OHIO	
Akron	22
Basil	3
Bellefontaine	2
Berlin	4
Bluffton	5
Canton	10
Cincinnati	48
Cleveland	92
Coldwater	2
Columbus	46
Conneaut	5
Coshocton	2
Crestline	6
Dayton	39
Defiance	2
Dover	3
Doylestown	1
Edgerton	2
Elyria	4
Fremont	2
Findlay	3
Gallipolis	4
Garfield Heights	1
Greenville	4
Kent	3
Kilgore	2
Lima	6
Lorain	3
Mansfield	10
Middletown	4
Millersburg	2
Martinsferry	3
Massilon	4
Newark	2

CITIES	TOTAL
OHIO (cont'd.)	
Norwood	2
Sandusky	6
St. Marys	5
Sholby	3
Sidney	2
Springfield	14
Tiffin	5
Toledo	32
Troy	2
Van Wert	3
Waynesburg	4
Wellsville	2
Wapakoneta	3
Warren	5
Youngstown	3
Zanesville	2
OREGON	
Burns	3
Klamath Falls	4
Ontario	2
Portland	8
PENNSYLVANIA	
Allentown	3
Ambridge	2
Ardmore	3
Beaver Falls	10
Bellevue	2
Bethlehem	4
Blawnox	3
Brackenridge	5
Burgettstown	2
Butler	4
Chester	2
Derry	1
Duquesne	2
Erie	6
Easton	10
Eddystone	2
Emporium	3
Etna	1
Farrell	2
Harrisburg	6
Huntingdon Valley	2
Johnstown	4
Kennett Square	3
Meyersdale	2
Lancaster	3
Manchim	4
McKees Rocks	3

CITIES	TOTAL
PENNSYLVANIA (cont'd.)	
Mechanicsburg	3
Moylan	1
New Brighton	3
New Castle	4
New Florence	1
Philadelphia	144
Pine Grove Mills	2
Pittsburgh	46
Reading	3
Scranton	4
Smethport	2
Sunbury	2
West Chester	3
York	3
Youngwood	1
RHODE ISLAND	
Newport	2
Pawtucket	3
Providence	4
Quonset Point	2
SOUTH CAROLINA	
Andrews	1
Beaufort	3
Charleston	6
Florence	2
Hampton	3
North Charleston	3
SOUTH DAKOTA	
Aberdeen	2
Rapid City	3
Sioux Falls	6
Watertown	4
OKLAHOMA	
Bartlesville	4
Camp Gruber	6
Enid	2
Fort Sill	6
Lawton	2
Muskogee	3
Oklahoma City	12
Tulsa	18
TENNESSEE	
Chattanooga	4
Cleveland	2
Cookeville	2
Glencliff	3

CITIES	TOTAL
TENNESSEE (cont'd.)	
Johnson City	2
Knoxville	4
Memphis	9
Milan	2
Morristown	2
Nashville	14
Oakridge	3
TEXAS	
Abilene	2
Amarillo	8
Brownsville	3
Camp Fannin	3
Camp Maxey	4
Dallas	46
El Paso	5
Fort Worth	4
Galveston	3
Houston	20
Mount Pleasant	2
Munday	1
Robstown	2
San Antonio	8
San Angelo	2
San Marcos	1
Sweetwater	2
Waco	8
UTAH	
Cedar City	2
Ogden	4
Salt Lake City	10
VIRGINIA	
Alexandria	6
Charlottsville	4
Chincoteague Island	1
Falls Church	2
Grundy	1
Norfolk	14
Petersburg	2
Richmond	10
Roanoke	6
VERMONT	
Barre	2
Montpelier	6
St. Albans	2
Springfield	4

CITIES	TOTAL
WASHINGTON	
Bremerton	2
College Place	1
Moses Lake	1
Seattle	26
Spokane	4
WEST VIRGINIA	
Huntington	4
Parkersburg	8
South Charleston	2
Waverly	1
Wheeling	3
WISCONSIN	
Appleton	4
Baraboo	3
Beloit	2
Cameron	2
Cudahy	4
Denmark	2
Eau Claire	3

CITIES	TOTAL
WISCONSIN (cont'd.)	
Fond du Lac	3
Green Bay	6
Janesville	3
Kenosha	4
LaCrosse	4
Merrimac	1
Milwaukee	28
Neenah	2
Oconomowoc	2
Oshkosh	3
Racine	8
Ripon	4
Sheboygan	2
Watertown	1
Wausau	6
Wauwatosa	2
WYOMING	
Cheyenne	3
Cheyenne Wells	2

(This information furnished through the courtesy of the local office of the Western Union Telegraph Company.)

TELETYPE SUBSCRIBERS

American Broadcasting, Inc. . . . . .

Essex Wire Corporation . . . . . .

Leonard J. Fertig . . . . . .

General Electric Company
1635 Broadway . . . . . .

General Electric Company
2000 Taylor . . . . . .

General Electric Company
1605 Winter . . . . . .

General Electric Company
Ordnance Bureau, USN . . . . . .

H & K Motor Transportation Co., Inc. . . . . .

Kroger Grocery & Baking Company . . . . . .

Lincoln National Life Insurance Company
Reinsurance Department . . . . . .

Magnavox Company . . . . . .

Millcraft Paper Company . . . . . .

Phelps-Dodge Copper Products Corporation . . . . . .

Radio Station Farnsworth WGL . . . . . .

Resident Inspector, Naval Materiel . . . . . .

Spaulding Fibre Company . . . . . .

Standard Oil Company of Indiana . . . . . .

United Trucking Service . . . . . .

OUTGOING TOLL CALLS

CITIES	May 1942	May 1943	March 1944
ALABAMA			
Birmingham	16		
Dothan	4		
Huntsville	4		
Mobile	3		
Montgomery	20		
Sheffield	1		
ARIZONA			
Grand Canyon			
Phoenix	7	8	12
Tuscon	5	1	7
Winslow	0	0	1
ARKANSAS			
Fort Smith	10		
Little Rock	14	14	51
Pine Bluff	1		
CALIFORNIA			
Bakersfield	1		
Fresno	0	3	9
Long Beach			9
Los Angeles	24	58	114
Monterey	1		
Oakland	6	4	25
Sacramento			13
San Diego			62
San Francisco			63
Santa Barbara			1
COLORADO			
Colorado Springs	2		
Denver	8	32	73
Grand Junction			
CONNECTICUTT			
Bridgeport	117		
Hartford			44
New Haven	15		
Waterbury	12		
DELAWARE			
Wilmington			52
DISTRICT OF COLUMBIA			
Washington	356	589	825

CITIES	May 1942	May 1943	March 1944
FLORIDA			
Daytona Beach	2		
Jacksonville			46
Lakeland	1		
Miami			100
Orlando	1		
St. Petersburg	1		
Sarasota	2		
Tallahassee	1		
Tampa	5		
West Palm Beach			27
GEORGIA			
Atlanta			61
Augusta	7		
Brunswich	1		
Columbus	345		
Macon	5		
Savannah			33
IDAHO			
Boise			1
Gooding			
ILLINOIS			
Aurora	38		
Bloomington	9		
Centralia	8		
Champaign-Urbana	36		
Chicago	6042	7102	9062
Danville	21		
Decatur	40		
E. St. Louis	11		
Joliet	14		
LaSalle	5		
Lawrenceville	1		
Moline			
Peoria	49		
Quincy	7		
Rockford	99		
Rock Island	14		
Springfield	44		
INDIANA			
Anderson	312	337	
Bloomington	153		
Elkhart			
Evansville	88	54	
French Lick	9		

OUTGOING TOLL CALLS - continued

CITIES	May 1942	May 1943	March 1944
INDIANA - cont'd.			
Gary			
Indianapolis	3798	3290	
Kokomo	322		
Lafayette	243		
Muncie	859	730	
New Castle	79	52	
Peru	408		
Richmond			
South Bend	1526	1347	
Terre Haute	128	108	
Vincennes	38		
IOWA			
Burlington	5		
Davenport	19		
Des Moines			66
Dubuque	9		
Iowa City	4		
Sioux City	4		
Waterloo	10		
KANSAS			
Salina	6		
Topeka	3		
Wichita	8	17	24
KENTUCKY			
Ashland	5		
Lexinggton	20		
Louisville	191	359	625
Paducah	9	5	4
LOUISIANA			
Alexandria	5	19	54
Baton Rouge	2		
Lake Charles	1	4	4
Monroe	0	0	7
New Orleans	31	33	68
Shreveport	7	11	11
MAINE			
Lewiston	0	1	1
Portland	0	2	5
MARYLAND			
Baltimore			145
Hagerstown			6

CITIES	May 1942	May 1943	March 1944
MASSACHUSETTS			
Boston	108	43	258
Fall River	1		
New Bedford	2		
Springfield	15		
Worcester	17		
MICHIGAN			
Ann Arbor	110		
Battle Creek	102		
Detroit	1944	2463	2802
Flint	79	122	178
Grand Rapids	255		
Kalamazoo	229		
Lansing	137		
Muskegon	67		
Saginaw	50	64	108
Sault Ste. Marie	6		
Traverse City	11		
MISSISSIPPI			
Greenwood	1		
Gulfport	2		
Jackson	3	3	18
Meridian	5		
MINNESOTA			
Duluth	8		
Minneapolis	77		
Rochester	4		
St. Paul	53		
MISSOURI			
Columbia			17
Hannibal	2		
Jefferson City	1		
Joplin	3		
Kansas City			177
Moberly	4		
St. Joseph	5		
St. Louis	296	484	594
Sedalia	1		
Springfield	1		

OUTGOING TOLL CALLS - continued

CITIES	May 1942	May 1943	March 1944
MONTANA			
Butte	1		
Miles City	1		
NEBRASKA			
Grand Island	6		
Lincoln			20
North Platte	1		
Omaha	8	20	34
NEVADA			
Boulder City			1
Las Vegas	0	0	2
Reno	0	0	4
NEW HAMPSHIRE			
Concord	0	1	1
Manchester	0	3	4
NEW JERSEY			
Atlantic City	5		
Newark	55	85	369
Trenton			29
NEW MEXICO			
Albuquerque	5	4	3
Las Vegas	0	2	1
NEW YORK			
Albany	15	16	6
Binghamton			12
Buffalo	128	140	146
Elmira			32
Endicott			
Jamestown			19
New York	496	860	1196
Niagara Falls	6		
Rochester	37	61	107
Syracuse	50	114	101
NORTH CAROLINA			
Charlotte			31
Elizabeth City	3		
Greensboro			17
Raleigh	2		
Wilmington	2		
Winston-Salem			6
NORTH DAKOTA			
Fargo	1		

CITIES	May 1942	May 1943	March 1944
Akron			348
Ashtabula			55
Canton			243
Cincinnati	727	701	980
Cleveland	896	1118	1419
Columbus	345	601	667
Dayton	561	799	1136
Elyria			57
Findlay	90		
Hamilton			49
Ironton	7		
Lima			1142
Lorain	18		
Mansfield			84
Marietta	2		
Marion	761		97
Massilon			
Middletown	15		
Portsmouth	12		
Sandusky	53		68
Steubenville			16
Springfield			404
Toledo	931	1120	1440
Youngstown			160
Zanesville	12		
OKLAHOMA			
Oklahoma City	3	13	31
Tulsa	9	39	18
OREGON			
Klamath Falls	1		
Portland	1	5	9
PENNSYLVANIA			
Allentown			14
Altoona			11
Bradford	5		
Erie			73
Harrisburg	37	30	42
Johnstown			5
Lancaster			19
Philadelphia	202	243	438
Pittsburgh	207	313	357
Reading			8
Scranton			16
Wilkes-Barre	4		
Williamsport			14
York	23		
RHODE ISLAND			
Providence	10		

OUTGOING TOLL CALLS - continued

CITIES	May 1942	May 1943	March 1944
SOUTH CAROLINA			
Charleston			30
Columbia			17
Greenville	1		
Spartanburg	3		
SOUTH DAKOTA			
Rapid City	1		
Sioux Falls	2		
TENNESSEE			
Chattanooga	0	14	20
Knoxville	8		
Memphis	35	46	129
Nashville	19	4;	61
TEXAS			
Amarillo	0	19	10
Austin	0	4	9
Brownsville	0	0	
Corpus Christi	4	11	13
Dallas	7	20	33
El Paso	9	15	13
Fort Worth	3	12	11
Galveston	5	2	6
Houston	8	8	39
Laredo	1	1	3
Lubbock	1		
San Antonio	14	30	74
Waco	2	3	6
Wichita Falls	0	0	
UTAH			
Salt Lake City	1	8	17
VERMONT			
Burlington	0	2	4
VIRGINIA			
Lynchburg			
Norfolk	19	88	163
Richmond	6	28	41
Roanoke	0	3	7
WASHINGTON			
Seattle	2	12	20
Spokane			4
Tacoma			6

CITIES	May 1942	May 1943	March 1944
WEST VIRGINIA			
Charleston	33	33	20
Clarksburg	2		
Elkins	0	0	
Huntington	16		
Morgantown			17
Parkersburg	8		
Wheeling			15
WISCONSIN			
Green Bay	8		
Madison	63		
Milwaukee			631
Superior	3		
Wausau	10		
WYOMING			
Cheyenne			0
DOMINION OF CANADA			
Ottawa, Ont.	1		
Toronto, Ont.	26		
Windsor, Ont.	3		

(Where no figures are listed, the count for that particular date and city was unavailable.

ESTIMATED NUMBER OF TRAVEL INQUIRIES

(From Fort Wayne to Cities Listed)

CITIES	1939	1940
ARIZONA		
Grand Canyon	150	250
Phoenix	120	175
Winslow	30	15
CALIFORNIA		
Los Angeles	300	360
Oakland	200	100
San Francisco	350	300
COLORADO		
Denver	400	380
DISTRICT OF COLUMBIA		
Washington	200	250
FLORIDA		
Jacksonville	100	135
Miami	180	100
West Palm Beach	75	50
GEORGIA		
Atlanta	50	78
Savannah	30	35
ILLINOIS		
Chicago	600	750
INDIANA		
Gary	300	210
Indianapolis	400	425
South Bend	200	175
Terre Haute	180	200
IOWA		
Des Moines	95	75
KANSAS		
Wichita	50	65
MICHIGAN		
Detroit	500	575
MISSOURI		
Columbia	70	50
Kansas City	200	150
St. Louis	300	350

CITIES	1939	1940
NEBRASKA		
Omaha	20	15
NEVADA		
Boulder City	20	10
Las Vegas	75	50
NEW JERSEY		
Newark	60	40
NEW MEXICO		
Albuquerque	120	190
NEW YORK		
New York City	700	650
NORTH CAROLINA		
Charlotte	75	100
Greensboro	15	15
Winston-Salem	40	20
OHIO		
Akron	300	350
Canton	150	200
Cincinnati	200	250
Cleveland	175	200
Columbus	200	170
Dayton	100	125
Lima	50	70
Mansfield	75	60
Marion	180	200
Massilon	50	40
Stuebenville	30	10
Toledo	300	275
Youngstown	110	125
OREGON		
Portland	30	50
PENNSYLVANIA		
Allentown	50	30
Harrisburg	200	200
Lancaster	30	75
Philadelphia	200	275
Pittsburgh	175	220
Reading	20	30
Williamsport	75	80

CITIES	1939	1940
SOUTH CAROLINA		
Charleston	75	120
Columbia	100	90
TEXAS		
Amarillo	150	260
WEST VIRGINIA		
Charleston	150	200
Morgantown	20	25
Wheeling	175	190
WYOMING		
Cheyenne	75	95
UTAH		
Salt Lake City	190	225

These figures were furnished through the courtesy of the Fort Wayne Branch of the Chicago Motor Club, with headquarters at 924 South Clinton Street, Fort Wayne, Indiana.

A N E X P R E S S I O N

In Support Of

ADDITIONAL AIRLINE SERVICE
NEEDED BY OUR COMMUNITY

- 0 -

T E S T I M O N Y O F

BOWSER, INC.

Fort Wayne, Indiana

- - - - - - - - - - - -

Bowser, Inc.

The following data is submitted to show the necessity for additional scheduled airline service at Fort Wayne, Indiana.

Bowser, Inc. is a manufacturer of liquid control equipment, producing hundreds of small items, many of which are precision devices, high in value but low in weight and which are particularly well suited for transportation by air.

There are eighteen Bowser plants in the United States and Canada. The cities where these plants are located are as follows:

Two plants located at Fort Wayne, Indiana
One plant located at Angola, Indiana
Two plants located at Cairo, Illinois
One plant located at Dexter, Michigan
One plant located at Chelsea, Michigan
Two plants located at Fostoria, Ohio
One plant located at Alhambra, California
One plant located at Chicago, Illinois
One plant located at Terryville, Connecticut
One plant located at Long Island City, New York
One plant located at New York City, New York
Three plants located at Toronto, Ontario, Canada
One plant located at Tiffin, Ohio

We need faster communication between these various plants. More efficient transportation service is needed in connection with the negotiation, delivery and servicing of our products which are used in most industrial plants throughout the country.

SOME OF THE PRODUCTS OF BOWSER FACTORIES

STANDARD PRODUCTS

Industrial liquid meters, strainers, water separators, air releases, automobile service station pumps, aviation fuel dispensing equipment, aircraft fuel meters, airplane service stations, industrial power pumps, steel mill lubrication equipment, industrial oil filtration equipment, dry cleaning plant filters and stills, beer filters, beer meters for Government tax collection purposes, farebox equipment, locks, screws, nuts and bolts.

WAR PRODUCTS

20mm. and 40mm. projectile parts, aircraft hydraulic equipment parts, aircraft gun sights, aircraft bomb sights, bomb nose fuses, parachute flares, fire control equipment, wind direction and velocity indicators.

In addition to our manufacturing organizations we have District Offices located at various points as follows:

Albany, New York	Los Angeles, Calif.
Alhambra, Calif.	Milwaukee, Wisc.
Atlanta, Ga.	Minneapolis, Minn.
Boston, Mass.	New York, N. Y.
Chicago, Ill.	Philadelphia, Penna.
Cleveland, Ohio	Portland, Ore.
Dallas, Tex.	San Francisco, Calif.
Denver, Colo.	Seattle, Wash.
Detroit, Mich.	St. Louis, Mo.
Fort Wayne, Ind.	Toronto, Ont., Canada
Houston, Tex.	Washington, D. C.
Kansas City, Mo.	

In addition to the District Offices, we have factory sales and service representatives located at:

Buffalo, N. Y.	Battle Creek, Mich.
Springfield, Mass.	Portland, Maine
New Haven, Conn.	Salina, Kans.
Norfolk, Va.	Milwaukee, Wisc.
Baltimore, Md.	San Antonio, Tex.
Oklahoma City, Okla.	Des Moines, Ia.
Miami, Fla.	Jacksonville, Fla.
Cincinnati, Ohio	Fargo, N. Dak.
Springfield, Mo.	Hartford, Conn.
Albuquerque, New Mex.	Omaha, Nebr.
Indianapolis, Ind.	Grand Rapids, Mich.
Madison, Wisc.	Syracuse, N. Y.
Burlington, Iowa	El Paso, Tex.
New Orleans, La.	Toledo, Ohio
Charleston, W. Va.	Syracuse, N. Y.

ESTIMATED YEARLY NUMBER OF EXPRESS AND PARCEL POST SHIPMENTS FROM OUR PLANT AT FORT WAYNE, INDIANA, ONLY:*

Approximate yearly express shipments:
Number 4,700
Weight 520,000 lbs.

Approximate yearly parcel post shipments:
Number 9,850
Weight 58,000 lbs.

It is imperative that we have adequate and, therefore, additional air transportation service so that our various manufacturing plants, district offices and customers may be readily accessible. As can be noted from the location of our plants and the materials being manufactured, such service is essential not only to the war effort but also to post war commercial operations.

A N E X P R E S S I O N

In Support Of

ADDITIONAL AIRLINE SERVICE
NEEDED BY OUR COMMUNITY

- O -

T E S T I M O N Y O F

FARNSWORTH TELEVISION & RADIO CORPORATION

Fort Wayne, Indiana

- -

Farnsworth Television & Radio Corporation

KIND OF BUSINESS

The Farnsworth Television & Radio Corporation, early in 1939, established manufacturing divisions in Fort Wayne and Marion, Indiana, to engage in research and production on all fronts of electronics, including sound, radio, phonograph, television and special apparatus. Since April, 1942, the company has been exclusively engaged in the manufacture of communications equipment for all branches of our Armed Forces.

SIZE OF BUSINESS

Farnsworth's commercial growth has been rapid, but steady. Gross income from sales and royalties, before voluntary price refunds, for the fiscal year ending April 30, 1942, amounted to $8,000,000 as compared to nearly $40,000,000 for the fiscal year ended April 30, 1944.

Average current employment, which is expected to remain nearly level during the commercial period following reconversion, is:

Fort Wayne.	1,000
Marion	1,800
Bluffton, Ind.	500
Chicago, Ill.	10
Territorial representatives	18

CONTEMPLATED POSTWAR EXPANSION

The postwar outlook for Farnsworth promises rapid expansion backed by a high degree of stability. Advances and improvements that have been made in all fields of electronics during the past few years have created an immense domestic and export market for sound transmission and reproduction instruments, and the commercial introduction of television in the postwar era will open broad horizons for the company's expansion program. Farnsworth, to some degree, utilized air service prior to the war for express shipments to the coastal United States and to foreign outlets. The significance of air delivery has today become many times greater however. Farnsworth is relying upon it to provide the accelerated shipping schedule which it will be imperative to maintain both at home and abroad to meet the competition of manufacturers in larger cities who already have the service available.

WAR PRODUCTION

The company is currently buying from about 800 active vendors of parts, raw materials, tools and machinery, of which at least 60% should be retained for the supply of civilian production. These vendors cover the entire midwest and eastern sections of our country, and from whom an average of 15 shipments arrived each working day by air express to our plants in 1944. A force of 24 field men, known as field expeditors, use plane service for personal travel or personally

supervise the placing of air shipments on planes. The company operates an engineering department whose members travel by plane and train to sub-contractors, Washington, Baltimore and other points.

Our laboratory research department, working in conjunction with the Office of Scientific Research and Development, Government departments and Army and Navy headquarters on highly secret war communications developments, would find the use of air travel a time saving factor in the war effort.

AIR EXPRESS SHIPMENTS

No figures on freight shipments of war communications equipment can be revealed, but they do run into large figures.

POST-WAR PLANS

Because of the nature of special postwar products contemplated -- such as television broadcasting equipment, train, airplane and truck communication and other equipment which we do not wish to reveal -- requiring engineers for installation and company service men for proper maintenance, considerable air travel is expected to all parts of the United States from Fort Wayne.

DISTRICT REPRESENTATIVES

The company will produce two distinct lines of civilian radio sets -- one under the trade name of Capehart and another under the Farnsworth name. We are already traveling a total of eighteen divisional managers, nine for each line. They will headquarter in the following centers and travel from these points:

Chicago	- 2	Los Angeles	- 1
New York	- 2	Seattle	- 1
Boston	- 2	Kansas City	- 1
Dallas	- 1	Fort Wayne	- 1
Atlanta	- 2	Philadelphia	- 2
Denver	- 2	Sioux City, Ia.	- 1

A branch office will also be operated in Chicago, necessitating additional personnel travel.

Field men are expected to travel to the home office with distributors on business problems, and sales executives will travel constantly to a total of 70 Farnsworth distributors and 300 Capehart dealers. Much of the travel will of necessity be done by air to save time.

DISTRIBUTING ORGANIZATION

Farnsworth phonograph-radios, radios and television receivers will be merchandised through 70 Farnsworth distributors in key cities of the country, and, in turn, through approximately 5,000 dealers. The Capehart and Capehart-Panamuse lines will be distributed through 300 of the nation's largest music dealers.

CONVENTIONS

In the radio industry, conventions are held for the distributors' preview of the new line of products, involving travel of one to three men from each of the 70 Farnsworth distributors to Fort Wayne.

OUTBOUND TRAVEL

A partial list of outbound travel by company personnel during 1944 to key cities is shown below:

CITY	NO. OF TRIPS	CITY	NO. OF TRIPS
Chicago	450	Oklahoma City	21
Detroit	130	Minneapolis	10
Washington	125	Lancaster	10
St. Louis	55	Denver	4
New York City	400	Richmond	4
Cleveland	80	Milwaukee	6
Columbus, Ohio	44	Baltimore	25
San Francisco	25	Pittsburgh	10
Albany, N. Y.	7	Harrisburgh	17
Los Angeles	4	Indianapolis	25
Dallas	5	Boston	25
Houston	2	Buffalo	15
Kansas City	10	Cincinnati	30
Philadelphia	70	Atlanta	15
Wichita	32	Phoenix	6
Salt Lake City	4	Rochester	2
Omaha	2	Seattle	10
Akron	11	Memphis	5
New Orleans	8		

In the postwar period, travel to Fort Wayne will be increased considerably by our distributor and dealer organization.

In the postwar period, travel to the above and other points should be increased by perhaps 40%.

INBOUND TRAVEL

Norma. inbound travel to our main offices and plants at Fort Wayne and Marion is done by vendors, suppliers and Army and Navy officials, as well as Government officials. Incoming trips to our engineering and purchasing departments by plane and train averaged more than five a day in the year 1944.

In the postwar days this traffic will be enhanced by branch office personnel, territorial representatives, advertising space representatives and foreign people coming from Mexico, Honolulu, South America and Canada.

TELEPHONE AND TELEGRAPH

During 1944, telephone calls and telegrams handled were as follows:

Average of 2,480 long distance calls per month, including all three plants.

Average of 825 telegrams per month, including all three plants.

FIRST CLASS MAIL

In 1944, approximately 1,550,000 pieces of first class mail were dispatched from our plants. A large proportion of these were air mail special delivery letters.

SUMMARY

Postwar activities will require rush shipments of parts by air to our distributors and dealers, and lack of such plane service will critically hurt our parts service as compared to competitive manufacturers who have plane service available.

Shipments of repair parts in quantities can readily be made by air because of light weight and nature of parts, i.e., tubes, condensers, sockets, etc.

A N E X P R E S S I O N

In Support Of

ADDITIONAL AIRLINE SERVICE
NEEDED BY OUR COMMUNITY

- O -

T E S T I M O N Y O F

THE LINCOLN NATIONAL LIFE INSURANCE COMPANY

Fort Wayne, Indiana

- O -

AMERICA'S FIFTEENTH LARGEST
LIFE INSURANCE COMPANY

- - - - - - - - - - - - - - - - - -

Lincoln National Life Insurance Company

LIABILITIES

(Balance Sheet as of December 31, 1944, condensed from report filed with the Indiana Insurance Department)

POLICY RESERVES		$ 204,553,155.45
This is the amount which with interest and fugure premiums will pay all policy claims as they mature.	$ 188,374,621.77*	
ADDITIONAL POLICYHOLDERS' FUNDS		2,550,442.91
Amounts set aside for, or already apportioned to policies in addition to policy reserves.	$ 1,422,902.85*	
PREPAID PREMIUMS AND INTEREST		4,794,799.16
. . . . .	$ 3,625,265.56*	
CLAIM RESERVE		3,121,264.48
For claims not yet completed or reported.	$ 2,002,612.52*	
RESERVES FOR TAXES PAYABLE IN 1945		1,191,575.78
. . . . .	$ 958,077.74*	
MISCELLANEOUS CONTINGENCY RESERVES		5,000,000.00
Investment contingency reserve $1,000,000; mortality and interest fluctuation reserve $4,000,000.	$ 3,250,000.00*	
ALL OTHER LIABILITIES		1,944,282.36
. . . . .	$ 1,636,884.47*	
TOTAL LIABILITIES (except capital)		$ 223,155,520.14
. . . . .	$ 201,270,364.91*	
CAPITAL	$ 3,500,000.00	
. $ 3,500,000.00*		
UNASSIGNED SURPLUS . .	14,997,216.06	
. 11,966,281.05*		
SURPLUS TO PROTECT POLICYHOLDERS		18,497,216.06
. . . . .	$ 15,466,281.05*	
T O T A L	$ 216,736,645.96*	$ 241,652,736.20

*as of December 31, 1943.

Lincoln National Life Insurance Company

RESOURCES

(Balance Sheet as of December 31, 1944, condensed from report filed with the Indiana Insurance Department)

CASH IN BANK AND OFFICE		$ 5,049,850.08
Balances are carried in 49 banks	$ 2,962,448.85*	
BONDS AND STOCKS		121,979,949.50
The Company holds $76,868,983 in U. S. Government bonds and $2,947,506 in Canadian Government direct and guaranteed bonds; $5,670,455 of state, provincial, county and municipal bonds; $5,934,898 in railroad bonds; $23,611,536 in public utility bonds; $1,923,763 in industrial and other bonds; $1,648,933 in industrial preferred stocks and $3,373,875 in other stocks.	$ 102,754,229.76*	
FIRST MORTGAGE LOANS		85,364,861.88
$83,519,035 on city properties and $1,845,827 on farm properties; $57,043,179 of these are Federal Housing Authority loans, which are, in effect, guaranteed by the U. S. Government.	$ 78,723,613.36*	
LOANS TO POLICYHOLDERS		14,806,521.49
	$ 16,402,381.08*	
BALANCE DUE ON PROPERTIES SOLD UNDER CONTRACT		4,124,794.88
	$ 5,295,127.59*	
FORECLOSED REAL ESTATE UNSOLD		478,914.39
	$ 1,283,488.81*	
INTEREST DUE AND ACCRUED		1,206,309.47
Accrued but not yet due $1,091.271; due $115,038	$ 1,092,145.98*	
NET PREMIUMS IN COURSE OF COLLECTION		5,924,337.40
These premiums were due but not received at the Home Office on December 31. A reserve of corresponding amount is included in our liabilities.	$ 5,591.727.01*	
HOME OFFICE PROPERTY		1,805,872.53
	$ 1,949,504.11*	
ALL OTHER RESOURCES		911,324.58
	$ 681,979.41*	
TOTAL RESOURCES	$ 216,736,645.96*	$ 241,652,736.20

*as of December 31, 1943.

Lincoln National Life Insurance Company

BRANCH OFFICE AND AGENCY LOCATIONS

Abilene, Texas
Adrian, Mich.
Akron, Ohio
Allentown, Pa.
Amarillo, Texas
Ancon, Canal Zone
Appleton, Wis.
Baltimore, Md. (2)
Beaumont, Texas
Berne, Ind.
Boston, Mass.
Butte, Mont.
Canton, Ohio
Cass City, Mich.
Centralia, Ill.
Charleston, W. Va.
Charlotte, N. C.
Chicago, Ill.* (5)
Cleveland, Ohio*
Cincinnati, Ohio
Columbus, Ohio*
Dallas, Texas
Davenport, Ia.
Denver, Colo.
Des Moines, Ia.*
Detroit, Mich.* (2)
Dubuque, Ia.
Duluth, Minn.
El Paso, Texas
Fargo, N. Dak.*
Fort Dodge, Ia.
Fort Wayne, Ind.(2)
Grand Haven, Mich.
Grand Rapids, Mich.*
Greenville, Ohio*
Hannibal, Mo.
Hartford, Conn.
Honolulu, T. H.*
Houston, Texas
Indianapolis, Ind.
Jackson, Mich.
Jacksonville, Fla.
Kansas City, Mo.*
Little Rock, Ark.
Long Beach, Calif.
Los Angeles, Calif.*
Louisville, Ky.
Lubbock, Texas
Madison, Wis.
Memphis, Tenn.
Miami, Fla.
Milwaukee, Wis.*
Minneapolis, Minn.*
Minor, N. Dak.
Newark, N. J.*
New Orleans, La.
Norfolk, Va.
Oakland, Calif.
Oklahoma City, Okla.
Omaha, Nebr.*
Pasadena, Calif.
Peoria, Ill.
Philadelphia, Pa.* (3)
Phoenix, Ariz.
Pittsburgh, Pa.*
Pittston, Pa.
Pontiac, Mich.
Portland, Ore.
Providence, R. I.
Racine, Wis.
Raleigh, N. C.
Sacramento, Calif.
St. Louis, Mo.*
Salt Lake City, Utah*
San Antonio, Texas*
San Diego, Calif.
San Francisco, Calif.*
San Juan, P. R.*
Seattle, Wash.*
Shreveport, La.
South Bend, Ind.
Spokane, Wash.
Toledo, Ohio
Tyler, Texas
Vincennes, Ind.
Warren, Ohio
Washington, D. C.
Wichita, Kans.

*Renewal Premium Collection Offices.

Lincoln National Life Insurance Company

CITIES WITH LOAN CORRESPONDENTS

Aberdeen, South Dakota
Akron, Ohio
Amarillo, Texas
Ann Arbor, Michigan
Atlanta, Georgia
Austin, Texas
Baltimore, Maryland
Big Spring, Texas
Canton, Ohio
Cedar Rapids, Iowa
Charleston, West Virginia
Charlotte, North Carolina
Chattanooga, Tennessee
Chicago, Illinois
Cincinnati, Ohio
Cleveland, Ohio
Columbia, South Carolina
Corpus Christi, Texas
Dallas, Texas
Dayton, Ohio
Denver, Colorado
Des Moines, Iowa
Detroit, Michigan
Duluth, Minnesota
Dunedin, Florida
El Paso, Texas
Elizabeth, New Jersey
Evanston, Illinois
Evansville, Indiana
Fort Wayne, Indiana
Fort Worth, Texas
Gary, Indiana
Grand Rapids, Michigan
Hammond, Indiana
Harlingen, Texas
Houston, Texas
Huntington, West Virginia
Indianapolis, Indiana
Jacksonville, Florida
Kansas City, Missouri
Knoxville, Tennessee
Lincoln, Nebraska
Louisville, Kentucky
Lubbock, Texas
Madison, Wisconsin
Memphis, Tennessee
Miami, Florida
Milwaukee, Wisconsin
Minneapolis, Minnesota
Muskegon, Michigan
Nashville, Tennessee
New Orleans, Louisiana
Newark, New Jersey
Oak Park, Illinois
Oklahoma City, Oklahoma
Omaha, Nebraska
Oskaloosa, Iowa
Parkersburg, West Virginia
Philadelphia, Pennsylvania
Pittsburgh, Pennsylvania
Raleigh, North Carolina
Richmond, Indiana
Richmond, Virginia
Rockford, Illinois
St. Paul, Minnesota
St. Petersburg, Florida
St. Louis, Missouri
Salt Lake City, Utah
San Angelo, Texas
San Antonio, Texas
Seattle, Washington
Sioux City, Iowa
Sioux Falls, South Dakota
South Bend, Indiana
Springfield, Ohio
Temple, Texas
Terre Haute, Indiana
Topeka, Kansas
Tyler, Texas
Waco, Texas
Washington, D. C.
Wichita, Kansas
Winston-Salem, North Carolina
Wilson, North Carolina
York, Nebraska

Lincoln National Life Insurance Company

CITIES WITH REINSURANCE CLIENTS

Anchorage, Ky.
Asheville, N. C.
Atlanta, Ga.
Austin, Tex.
Baltimore, Md.
Baton Rouge, La.
Beaumont, Tex.
Binghamton, N. Y.
Bismarck, N. Dak.
Bloomington, Ill.
Boise, Idaho
Boston, Mass.
Charleston, W. Va.
Chattanooga, Tenn.
Chicago, Ill.
Cincinnati, O.
Columbia, S. C.
Columbus, O.
Concord, N. H.
Dallas, Tex.
Denver, Colo.
Des Moines, Ia.
Detroit, Mich.
Evanston, Ill.
Fargo, N. Dak.
Fort Scott, Kans.
Fort Wayne, Ind.
Fort Worth, Tex.
Frankfort, Ind.
Galveston, Tex.
Great Falls, Mont.
Greensboro, N. C.
Greensville, S. C.
Hartford, Conn.
Helena, Mont.
Houston, Tex.
Hutchinson, Kans.
Indianapolis, Ind.
Jackson, Miss.
Jacksonville, Fla.
Jamestown, N. Y.
Jersey City, N. J.
Kansas City, Mo.
Lafayette, Ind.
Lincoln, Nebr.
Little Rock, Ark.
London, Canada
Los Angeles, Calif.
Louisville, Ky.
Macon, Ga.
Modison, Wisc.
Manhattan, Kans.
Manila, Phillipine Islands
Memphis, Tenn.
Milwaukee, Wisc.
Minneapolis, Minn.
Monmouth, Ill.
Montclair, N. J.
Montpelier, Vt.
Montreal, Que., Canada
Nashville, Tenn.
New Orleans, La.
New York, N. Y.
Oklahoma City, Okla.
Olympia, Wash.
Oshkosh, Wisc.
Philadelphia, Penna.
Pittsburgh, Penna.
Pittsfield, Mass.
Portland, Me.
Portland, Ore.
Raleigh, N. C.
Rapid City, S. Dak.
Richmond, Va.
Roanoke, Va.
Rome, Ga.
Sacramento, Calif.
St. Louis, Mo.
St. Joseph, Mo.
St. Paul, Minn.
Salt Lake City, Utah
San Antonio, Tex.
San Francisco, Calif.
Scranton, Penna.
Seattle, Wash.
Sioux Falls, S. Dak.
South Bend, Ind.
Springfield, Ill.
Springfield, Mass.
Spokane, Wash.
Tacoma, Wash.
Topeka, Kans.
Toronto, Ont., Canada
Tulsa, Okla.
Waco, Tex.
Washington, D. C.
Waterloo, Canada
Watertown, S. Dak.
Waverly, Iowa
Wheeling, W. Va.
Wichita, Kans.
Wilmington, Dela.
Winnipeg, Man., Can.
Winston-Salem, N. C.
Worcester, Mass.

Lincoln National Life Insurance Company

INSURANCE IN FORCE BY STATES

Alabama	$ 22,247,709	North Carolina	$ 21,993,854
Alaska	159,389	North Dakota	18,131,920
Arizona	5,060,550	Ohio	115,717,619
Arkansas	15,023,503	Oklahoma	19,183,281
California	107,875,464	Oregon	12,257,155
Colorado	12,966,570	Pennsylvania	96,103,071
Connecticut	16,287,309	Rhode Island	7,501,834
Delaware	3,987,541	South Carolina	6,544,787
District of Columbia	18,578,742	South Dakota	5,464,061
Florida	27,975,537	Tennessee	17,910,486
Georgia	14,392,762	Texas	138,081,953
Idaho	3,028,519	Utah	16,952,502
Illinois	118,817,330	Vermont	1,075,692
Indiana	97,545,297	Virginia	24,765,318
Iowa	47,356,226	Washington	23,484,699
Kansas	22,580,509	West Virginia	15,585,237
Kentucky	9,793,421	Wisconsin	51,381,081
Louisiana	21,938,760	Wyoming	2,042,877
Maine	2,605,744	Federal Jurisdiction	10,428,078
Maryland	23,486,420	Canada	6,645,874
Massachusetts	35,738,518	Mexico	8,629,232
Michigan	91,939,905	Puerto Rico	11,192,104
Minnesota	45,936,388	Canal Zone	1,729,205
Mississippi	11,024,334	Central America	716,474
Missouri	46,756,866	Cuba	953,704
Montana	6,206,632	Phillipine Islands	1,066,062
Nebraska	26,384,736	Hawaii	10,581,910
Nevada	779,848	South America	11,205,894
New Hampshire	2,316,381	Asia	226,382
New Jersey	38,016,121	Europe	749,086
New Mexico	4,106,742	Miscellaneous	362,132
New York	103,243,645	TOTAL	$ 1,662,820,892

Lincoln National Life Insurance Company

MORTGAGE INVESTMENT BY STATES

Arkansas	$ 67,718
California	269,789
Colorado	455,432
District of Columbia . . .	2,190,007
Florida	2,689,246
Georgia	1,551,570
Idaho	169,857
Illinois	9,929,946
Indiana	20,150,859
Iowa	364,446
Kansas	612,446
Kentucky	639,551
Louisiana	757,329
Maryland	1,193,388
Massachusetts	3,857
Michigan	10,214,927
Minnesota	653,737
Missouri	910,363
Montana.	31,304
Nebraska	631,633
Nevada	37,129
New Jersey	1,061,726
North Carolina	1,324,364
North Dakota	82,694
Ohio	5,681,403
Oklahoma	286,892
Oregon	34,321
Pennsylvania	1,806,907
South Carolina	417,222
South Dakota	248,970
Tennessee	4,459,078
Texas	10,858,161
Utah	1,464,260
Virginia	269,543
Washington	1,139,778
West Virginia	3,540,804
Wisconsin	888,969
Wyoming	226,636
TOTAL	$ 87,316,280

Lincoln National Life Insurance Company

CERTAIN EXPENDITURES
(Annually)

Home Office Salaries. . .	$ 1,250,000.00
Telephone, Telegraph and Teletype	35,000.00
Freight and Express . . .	6,000.00
Postage	95,000.00
Branch Offices	500,000.00
Traveling	46,000.00
Taxes	1,200,000.00
Advertising	105,000.00
Paid to Policyholders . .	15,000,000.00

(Income: Over One Million Dollars Each Week)

Lincoln National Life Insurance Company

COMPANY POLICY ON USE OF AIR MAIL

NEW LIFE INSURANCE POLICIES: The agent in the field is entirely dependent upon his commission's earnings for his livelihood. Many times sales are lost through delay in placing in the applicant's hands insurance contracts he has applied for. It is therefore the company's long established policy to send via airmail, the day the policy is issued, all contracts that will not be delivered by the postman in the first mail the next morning, if dispatched by regular mail. This procedure is only logical because the company issues 60% of its policies within 24 hours after completed application has been received in the home office. Many of our Agency offices are on air line routes not servicing Fort Wayne.

MORTGAGE LOAN FUNDS: The company's written approval to loan its funds as a mortgage against acceptable real estate is to be supported by placing in the hands of the loan correspondent, a legal representative, or a title company, the actual cash amount the mortgagor is borrowing. Many times the loan is made to assist in the purchase of real estate on a cash basis and the purchaser is required to have funds available by a certain date in order to hold the deal. Practically every loan closed has the funds dispatched by airmail. We need all our correspondent's cities on more direct airmail service.

CLAIM CHECKS: Insurance fills a definite need at the time of a catastrophe, but it can only meet this need if the funds the insured provided for in taking out the insurance are immediately available when the policy becomes a claim. This is uppermost in the mind of our Claim Department in it's efforts to have the loss draft issued on the same day that the completed proofs are received in the home office. The effectiveness of this established practice is retarded if the draft cannot quickly be placed in the hands of the beneficiary. An expanded airmail service would do just that.

POLICYHOLDER'S FUNDS: Often policy holders, because of an emergency, withdraw funds held by the company in trust or make loans against their policies. The emergency many times requires that this be made available without delay, and we are continually asked to send our check by airmail even though we do not have direct service.

LEGAL DOCUMENTS: Numerous papers requiring signatures of company officials used in connection with the company's far flug activities in insurance and in lending, must be promptly provided to render service that clients should expect. Our present airmail facilities do not provide this.

CORRESPONDENCE: Each year the company has purchased over 30,000 special airmail envelopes for use in correspondence with it's clients. This is an index of the volume of airmail that is used by the company. This mail is in addition to the five other types described above, as in those instances, a heavier type of envelope is used because of enclosures that must accompany the letter.

VOLUME: Approximately 5,000 pieces of air mail are dispatched each month from this office.

Lincoln National Life Insurance Company

TRAVELING PERSONNEL

The company maintains at its Home Office, a staff of experienced claim adjustors, also a staff of qualified mortgage loan men and appraisers familiar with company policies and routines. They operate out of Fort Wayne and maintain close contact with the committee to which they report.

Claim investigating requires prompt action in order to accumulate all the pertinent facts before time has erased any of the details from the memory of the individuals who can best testify on these situations. Our claim men have been handicapped in the past in quickly reaching a particular city where they must investigate an accidental death, a suspected suicide, conflicting claims of beneficiaries, etc.

The Finance Committee many times proves loan applications subject to "home office inspection". This inspection must be made without delay in order to provide the loan correspondent with a definite decision as to whether or not the company would make the loan. Many times these loan commitments are tied in with an extensive commercial property development, and the Lincoln's prompt action is of a definite service to this other community.

The Agency Department has supervisors that are sent to inquire into important questions of policy in the different branch offices.

The Reinsurance Department's representatives are "on the road" to improve service for our clients. Their business, the success of their own agents, is dependent upon the originating company's ability to reinsurance excess amounts applied for, or risks that are sub-standard because of physical impairments or occupation.

Over fifty "Lincoln Lifers" (home office) are regular travelers, in use of all classes of transportation.

Lincoln National Life Insurance Company

ECONOMIES WITH USE OF AIRMAIL AND TRAVEL

We share wholeheartedly the optimism of our fellow citizens in the airline industry, that only a pattern of sound development of airline services will keep the chances of properperous advancement bright. The growth of the airlines in continental United States, in the days that immediately follow V-J day, will be very rapid. We do not wish to emphasize in any one-sided manner, the needs of this community for additional trunk airline services, but we do feel that careful consideration should be given to our needs and that additional facilities to be provided for Fort Wayne will be a constructive factor in the fugure development of air transportation through revenue that can be secured from this community. In the last analysis, financial support through revenue is going to be the backbone of airline transportation and profitable operations.

Fort Wayne is seriously handicapped by not having direct airline contact with many substantial communities. A check of the cities in which LNL's three classes of clients are located will show that our airmail communications must be resorted at at least one terminal before being dispatched direct to the addressee. In accordance with the suggestion of the local post office, we contemplate, after normal and expanded airline services are available, the imprinting on our self-addressed envelopes furnished to clients for mailing applications, papers, etc. to us, the best airmail route as coded by the post office. We understand this will facilitate the sorting of the mail at the receiving post office; also by watching the closing time, this should place the LNL within overnight service to all four corners of the United States.

This resorting at a terminal or the supplementing by rail service does not at first appear to be important. However, we have had demonstrated many times that two airmail letters, one addressed to us at Fort Wayne, and another to an office in New York City, dropped in the post office at the same time in a western city, were not received with equal dispatch. That is, the New York letter was received and acted upon before the Fort Wayne letter was delivered to our office. Before normal airmail transportation was interrupted through curtailed facilities, we were continually dispatching pieces of mail to test facilities in and out of Fort Wayne. The results were not too encouraging due entirely to insufficient trunk line facilities. Improved trunk facilities will assure more speedy receipt and delivery of airmail. The promptness in the receipt of airmail is always a stimulant for dispatching other pieces by the same route. Poor service discourages use of airmail.

The number of pieces of airmail can be increased; also, the amount of travel that can be done by air by the various home office representatives will increase. In addition, individuals in these various cities in which the three classes of clients are located, are encouraged to use airlines in order to permit a longer period of time in Fort Wayne for business, without requiring a greater amount of time away from the local office.

A N E X P R E S S I O N

In Support Of

ADDITIONAL AIRLINE SERVICE
NEEDED BY OUR COMMUNITY

- 0 -

T E S T I M O N Y O F

TOKHEIM OIL TANK AND PUMP COMPANY

Fort Wayne, Indiana

- - - - - - - - - - - - - - - - - -

Tokheim Oil Tank and Pump Company

DESCRIPTION OF COMPANY

A. Manufacturers of gasoline pumps for service stations and related equipment for dispensing petroleum products. Sales are made direct to consumers through the Company's selling organization.

B. Ordinary peacetime sales are approximately $5,000,000 annually. The Company occupies approximately 280,000 square feet of floor space, and employs approximately 1,200 employees.

C. Annual expenditure for travel, communication, and shipment of goods is approximately $325,000.

D. The Company anticipates no material changes or expansion in buying or selling habits, or in the relocation of plants or branches in the postwar period.

E. It is proposed that the Company will be able to utilize existing wartime facilities which have been somewhat expanded during the war.

STATEMENT OF COMPANY COMMUNITY OF INTEREST AND NEED FOR PROPOSED SERVICE

A. Rail and truck service are available in all directions, but air service is practically nil at the present time. The proposed service could be utilized to a greater advantage in many cases.

B. The Company has 24-hour truck service within a radium of 225 miles, and 3-day service by rail, generally, and in some cases, 2-day service is now being given to the Company, Within a certain radius, overnight service is given on mail delivery, but, with the proposed air service, overnight service could be given to all points in the United States.

C. If the proposed air service were available, there would be a substantial increase in air service, air mail, and air express, by our Company.

D. Because competition is strategically located throughout the United States, the proposed air service would be advantageous from a competitive viewpoint because of the improved service.

E. Other cities of comparable size, and, in many cases, smaller, have air service similar to that proposed herein. The proposed service would be quite advantageous because competitive companies are located in many of these cities having such service available.

LOCATION OF BRANCH OFFICES, DEALERS, REPRESENTATIVES, AND CUSTOMERS

A. Nineteen district offices are now maintained in principal cities throughout the United States. Foreign distributors are located throughout principal world markets. The main office and plant are located in Fort Wayne, Indiana, with a subsidiary company at Indianapolis, Indiana.

LOCATION OF COMPANY SUPPLIERS AND TRAVEL BY PERSONS CALLING ON COMPANY

A. It is estimated that the Company has approximately 300 suppliers, located principally within a radius of 250 miles of Fort Wayne, but some are also located on the East and West Coasts.

B. The total approximate dollar value of purchases is $2,000,000, which is distributed as outlined in Paragraph A.

C. The following is a list of visitors and points of origin for the 3-month period ending May 31, 1945, which could easily be typical of a normal peacetime period:

CITY	VISITORS	CITY	VISITORS
Washington, D. C.	2	Evanston, Ill.	4
Greenville, Conn.	2	Highland Park, Ill.	2
Hartford, Conn.	1	St. Louis, Mo.	2
Dover, N. J.	1	Detroit, Mich.	32
Linden, N. J.	2	Holland, Mich.	11
Syracuse, N. Y.	2	St. Joseph, Mich.	17
Jamestown, N. Y.	1	Grand Rapids, Mich.	3
Buffalo, N. Y.	2	Battle Creek, Mich.	2
New York, N. Y.	5	Birmingham, Mich.	5
Quincy, Mass.	1	Jackson, Mich.	1
New Philadelphia, Pa.	1	Ann Arbor, Mich.	1
New Castle, Pa.	1	Royal Oak, Mich.	2
Hanover, Pa.	1	Dearborn, Mich.	3
Pittsburgh, Pa.	2	Ferndale, Mich.	2
Baltimore, Md.	1	Lawton, Mich.	1
Florida	1	Pontiac, Mich.	4
Follansbee, Fla.	1	Cleveland, O.	18
St. Paul, Minn.	1	Dayton, O.	23
Tulsa, Okla.	1	Toledo, O.	21
Denver, Colo.	2	Cincinnati, O.	14
Chattanooga, Tenn.	2	Maumee, O.	5
Houston, Tex.	2	Warren, O.	2
San Francisco, Calif.	1	Bryan, O.	1
Kenosha, Wisc.	2	Van Wert, O.	4
Milwaukee, Wisc.	3	Lakewood, O.	1
New Holstein, Wisc.	3	Cecil, O.	2
Chicago, Ill.	145	Payne, O.	1
Rockford, Ill.	2	Lima, O.	6

CITY	VISITORS	CITY	VISITORS
Indianapolis, Ind.	130	Logansport, Ind.	1
Muncie, Indiana	12	Goshen, Ind.	16
South Bend, Ind.	50	Whiting, Ind.	1
Kokomo, Ind.	16	Jeffersonville, Ind.	2
Warsaw, Ind.	4	Elkhart, Ind.	1
Auburn, Ind.	20	Hammond, Ind.	1
Columbia City, Ind.	7	Terre Haute, Ind.	2
Lafayette, Ind.	9	Marion, Ind.	2
Yorktown, Ind.	7	Richmond, Ind.	1
Bluffton, Ind.	3	Gary, Ind.	2

TRAVEL BY COMPANY PERSONNEL

A. Officials and district managers of the Company are constantly traveling all over the United States in the interests of the business.

B. The annual dollar value of company travel expense is approximately $80,000.

C. The number and origin of attendance at Company conventions or meetings vary, depending on existing conditions, but frequent groups of sales representatives are brought into the Company for training and securing information on Company products.

VOLUME AND DESTINATION OF MAIL

A. Air mail, first class, parcel post, etc., amount to approximately $500 to $600 per month in normal peacetime operations.

B. The desintation, number of pieces, and poundage vary, but mail is sent all over the United States and the world in proportion to the amount of expense mentioned in Paragraph A.

VOLUME AND DESTINATION OF EXPRESS

A. In pre-war period, approximately 500 pounds per month were shipped by air express, in contrast to 4,000 pounds a month by rail express.

B. The destination of air express at present is usually to far western points and to New York and New England territories. Rail express is used principally throughout the country. Twenty-five air shipments per month are made, compared to 400 per month for rail express.

C. Approximately $225,000 a year is spent for outgoing and incoming freight, express and cartage.

VOLUME AND DESTINATION OF LESS-CARLOT AND LESS-TRUCKLOT SHIPMENTS

A. Approximately 50 shipments per day are made to all points in the United States, with an average weight of approximately 225 pounds per shipment.

B. The average cost of shipments is approximately $1.60 per cwt., for both truck and rail shipments.

VOLUME AND DESTINATION OF CARLOT
AND WATER-BORNE SHIPMENTS

A. Carlot shipments are made to approximately 15 warehouses located all over the United States, including the East and West Coasts. Water-borne shipments are handled by export agency in New York City.

B. Cost of carlot shipments averages approximately 85¢ per cwt.

VOLUME OF TELEGRAPH MESSAGES

A. Telegraph messages, both incoming and outgoing, are received and sent all over the United States, including the East and West Coasts.

B. It is estimated that a substantial number of these messages could be sent air mail if the proposed service were available.

C. The cost of telegraph messages is approximately $12,000 a year.

VOLUME OF LONG DISTANCE TOLL CALLS

A. Telephone calls are made all over the United States, and received from all over the United States, including the East and West coasts.

B. It is estimated that a substantial number of these telephone messages could be sent air mail if the proposed service were available.

C. The cost of telephone service is approximately $15,000 a year.

SPECIAL NATURE OF PRODUCT OF COMPANY
WHICH GIVES SPECIAL VALUE TO PROPOSED AIR SERVICE

A. Many proposed postwar products and repair parts for such products will be particularly adapted to air shipment.

B. Our principal product is the gasoline dispensing pump. It is the primary source of revenue for every filling station. Whenever there is need for the replacement of parts, it is imperative that shipment be made the quickest way in order that our customer may continue his business.

C. The proposed air service would be very advantageous to service employees and technicians who are sent from the main office all over the United States to service equipment.